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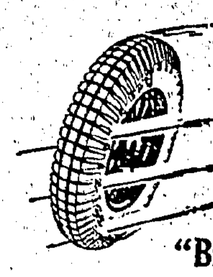

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REBEL COUP D'ETAT IN BRAZIL.

HECTIC SCENES IN RIO DE JANEIRO.

PRESIDENT LUIS RESIGNS AFTER HOLDING OUT FOR HOURS.

GARRISON DEFECTION.

A Provisional Government, organised by a Military Junta, is now in charge of affairs in Brazil. President Luis resigned yesterday morning after hours of resistance to the demands of General Barreto, the garrison commander of Rio de Janeiro, who, with other high army officers, suddenly decided to join the insurgents and effected a *coup d'tat* while Rio was sleeping.

An appeal for a suspension of hostilities has now been issued, but the culmination of the insurrection was marked by scenes of grave disorder. Senator Azavedo is reported to have been stoned by a mob and seriously injured, while gangs of ruffians completely wrecked the offices of newspapers loyal to the Federal Government. Shops and residences have been barricaded.

The collapse of the Federal Government came as a complete surprise. It was only two days ago that Washington placed an embargo upon the supply of arms and ammunition to any in Brazil but the Federal Government, and this was interpreted as a bid for Brazilian trade. The Federal Government has expressed confidence of its ability to meet the situation, but a false trust was placed in the loyalty of the Rio garrison and the Navy.

PEACE PROCLAMATION ISSUED.

New York, Oct. 24.

After days without reliable information of the insurrection in Brazil, the news of the overthrow of the Government and the events leading up to the resignation of President Washington Luis have been unfolded with startling swiftness.

Yesterday, all appeared to be quiet in the capital, but to-day's cables from Rio de Janeiro reveal that a coup d'etat was effected in the early hours of this morning.

Shortly after midnight, military police and troops rushed towards the President's Palace and diverted all traffic from the vicinity.

General's Demand.

General Barreto, the commander of the Rio de Janeiro garrison, acting in the name of "The Civil and Military Committee" had audience with the President and demanded his resignation.

President Luis resolutely refused for many hours to resign or to transfer his powers to Godofre de Cunha, the head of the Supreme Court, who is legal successor in such an eventuality.

The Vice-President, also the Vice-President of the Senate and the President of the Chamber are ineligible.

Finally, President Luis gave way.

Military Leaders' Coup.

The explanation of the sudden collapse of the Federal Government's resistance to the revolutionaries is revealed in messages from Rio de Janeiro, via Pernambuco.

These show that the resignation of the Government followed a revolt at the Military School of Cadets led by several high Army officers, while the Navy also joined the insurgents.

It is announced that a Military Junta, headed by Senhor Tasso Fragoso and General Barreto, has taken over the reigns of government following the resignation of President Luis, which the Civil and Military Committee enforced during the morning.

Rebel Leader Greeted.

Immediately after his signature had been obtained, the insurgent leader, General de Castro, amid scenes of frenzied excitement, assumed charge of the situation.

Gangs of rioters ran through the streets. They wrecked Federal newspaper offices, and all down-town traffic was brought to a standstill. Disorders are still feared and shops and residences in many places have been barricaded.

These hectic scenes were followed by a Proclamation by the revolutionary leaders appealing to both sides to "join the peace movement" and to suspend hostilities. The Proclamation invites various plenipotentiaries to confer with the Provisional Government to frame a programme for the pacification of the country.

San Paulo Incidents.

Shortly afterwards, the citizens of San Paulo, another Federal Government stronghold, were suddenly thrown into an uproar

President Luis.

by the arrival of a revolutionary army, which opened a bombardment on the Government Palace, which they captured, later hoisting a white flag.—*Reuter's American Service.*

Porto Alegre, Oct. 24.

The headquarters of the Brazilian insurgents, which is established at Porto Alerge, has issued a statement announcing that President Luis has fled. The Vice President, Dr. Fernando Mello Vilana, has been arrested, while Senator Azavedo was stoned by a mob and seriously injured.

Soon To Retire.

The President, Dr. Washington Luis Pereira a Sousa, was due to retire at the end of his four years of office shortly. Brazil's political waters were exceedingly turbulent when he took over the Presidency, but within six months they were calmer than they had been for years. The recent insurrection is regarded as the outcome of the severe economic depression, which has affected all South American countries alike.—*Reuter's American Service.*

BELGIAN JOURNAL UP IN ARMS.

BRITISH WREATH-LAYING PROPOSALS.

GERMANY'S COMMENT.

Brussels, Oct. 24.

The *Nation Belge* is most indignant about the proposals of the British Government to cease wreath-laying at the tombs of Unknown Warriors during official visits to various capitals.

The journals says that "even if the Labour Government has no memory, others have. It may please Mr. Ramsay MacDonald to deny our dead, but that is no reason for us to abandon the duty of laying flowers at the tomb of the Unknown Soldier of Great Britain.—*Reuter.*

Berlin, Oct. 24.

The newspapers make no comment upon the British Government's proposal beyond headlines such as "The Extinction of Hatred."

British initiative in this matter is welcomed in Government circles as a step towards the healing of war wounds and encouraging peace in the minds of the new generation.

They hope that the British example will be followed by other former enemies of Germany, which has no Unknown Soldier.—*Reuter.*

LOCAL SOLICITOR'S ACCIDENT.

FIFTEEN-FEET FALL FROM VERANDAH.

His large circle of friends will be glad to learn that, following the serious accident which befell him on Monday, Mr. G. S. Hugh Jones, of the well-known firm of solicitors, Messrs. Wilkinson and Grist, is slightly better.

He fell 15 feet from a balcony of his residence at the Peak, on to concrete paving, and as a result he received a fracture of the skull, and is now a patient at the Peak Hospital. His condition, which caused some anxiety earlier in the week, is showing some improvement, and it is hoped that he will soon be out of danger.

U.S. UNEMPLOYMENT RELIEF.

£90,000,000 TO BE SPENT ON NEW PUBLIC WORKS.

New York, Oct. 24.

It is announced that public works costing £90,000,000 (G$450,000,000) will be approved in November as a stimulus to industry and as a relief to unemployment.

President Hoover has announced that it is unnecessary to summon a special session of Congress to deal with unemployment or any other subject.—*Reuter.*

PARAGUYAN LEADER MURDERED.

ASSAILANT ALSO KILLED IN EXCHANGE OF SHOTS.

Asuncion Oct. 24.

The Finance Minister of Paraguay, Senhor Ayala, was shot and seriously wounded by a man who attacked him. Senhor Ayala drew a revolver and there was an exchange of shots. His assailant was shot dead.

Later.

Senhor Ayala has died of the wound inflicted by his assailant.—*Reuter's American Service.*

DEATH OF NOTED U.S. ARTIST.

HUSBAND OF OPERATIC SINGER.

Woodstock (N. Y.), Oct. 24.

The death is announced of Mr. Robert Winthrop Chanler, the noted artist and former husband of Lina Cavaliari, the operatic singer.—*Reuter's American Service.*

DRASTIC CHANGES IN SOUTH.

LI CHAI-SUM MAY BE CHIEF.

RUMOURS THAT HE IS NOW IN CANTON.

SINO-SOVIET BREAK.

Shanghai, Oct. 24.

Possibilities of drastic changes in the political and military administration of South China, including Canton and Wuchow, are evidenced by Japanese reports stating that the Nanking Government is seriously contemplating the appointment of Marshal Li Chai-sum, erstwhile Chairman of the Military Government of Kwangtung and Kwangsi, as chief of these two southern Provinces.

The present Civil Governor of Canton, General Chan Ming-shu, may be appointed as chief of the Military Training Department at Nanking, a post formerly held by Marshal Chiang Kai-shek's chief lieutenant, General Ho Ying-ching.

Canton Governor.

The Secretary of the State Council at Nanking, Mr. Koo Ying-fan, who is now visiting Canton to confer with the Canton Government, may be appointed to the post of Civil Governor of Canton in succession to General Chan Ming-shu, according to the Japanese reports.

In the absence of confirmation concerning the appointment of Marshal Li Chai-sum, the Japanese reports add that an official announcement will be made by the Nanking State Council in the not distant future. Meanwhile all Nanking spokesmen are reticent concerning these rumours.

[Hongkong rumours are that Li Chai-sum is already in Canton.]

The Soviet Dispute.

Following the repeated protests from the Kuomintang organisations all over the country demanding maintenance of a firm stand by Nanking to repudiate the Kharbarovsk Protocol, the Foreign Affairs Committee of the Nanking Central Political Council conferred yesterday and decided to break off negotiations with the Soviet Government at the Moscow Conference for the settlement of the Chinese Eastern Railway dispute. The Nanking Government threatens to publish a detailed account in the newspapers of China and abroad concerning the preliminary conferences at Moscow, with the idea of exposing the Soviet Government.

Harbin telegrams state that General Mo Teh-hui's chief secretary returned to Harbin this morning, thus confirming the reported intention of General Mo, the chief Chinese delegate, to return to China. General Mo's secretary will submit a report of the details of the conference to the Manchurian Government.

Minister Interviewed.

The Nanking Minister of Foreign Affairs, Mr. C. T. Wang, when interviewed by newspaper correspondents concerning the Sino-Soviet friction, said this morning that the Nanking Government had been advised by General Mo Teh-hui to break off the negotiations. The Nanking Government would remain firm, said Mr. Wang, in repudiating the Kharbaroysk Protocol signed between the Manchurian and Soviet Governments.

The Nanking Foreign Minister received the German Minister to China this morning. The German Minister is on a visit to Nanking to confer with Mr. Wang on outstanding problems between the two countries.

Nanking circles state that Sir Miles Lampson, the British Minister to China, will visit Nanking again some time in November to confer with the Chinese Minister to the extrality issue. The French Minister to China may also visit the Nationalist capital at about the same time.

LONG-DISTANCE FLIERS INCINERATED.

Plane Crashes into House and Bursts into Flames.

OTHER DEATHS FEARED.

Paris, Oct. 24.

A shocking tragedy occurred at Le Bourget to-day when two aviators, Gilbert Lane and Piere Nicholas Silverbaum, attempting a flight to Addisababa and back, crashed on starting.

The aeroplane fell in to a near-by house and burst into flames. Both airmen were burned to death.

The house caught fire and although appliances from several Fire Stations rushed to the scene, it is feared that other fatalities will be revealed.—*Reuter.*

PALESTINE ISSUE TO FORE.

STRONG CRITICISM OF GOVERNMENT.

DEBT OF HONOUR.

London, Oct. 24.

Increasing opposition to the Government's decision regarding Palestine is being manifested at home and abroad.

Mr. Baldwin, Sir Austen Chamberlain and Mr. L.M.S. Amery yesterday jointly sent a letter to *The Times* expressing "deep concern" at the Government's action.

Mr. Lloyd George, in the course of a speech to-day, expressed the opinion that the decision was apparently a breach of national faith. He added that the Balfour Declaration was a gesture by the Allies at a critical moment in the war to secure Jewish goodwill. He hoped the Government would reconsider the matter.—*Reuter.*

Pretoria, Oct. 24.

General Smuts, who was a member of the Imperial War Cabinet at the time of the Balfour Declaration, has cabled to Mr. Ramsay MacDonald expressing deep perturbation over the decision.

He declares that the Balfour Declaration represents a debt of honour which must be fully discharged at all costs.—*Reuter.*

Jerusalem, Oct. 24.

The local Arab newspaper *Falastin* describes the British Government's statement of policy in Palestine as "a great Arab victory," and declares that the Balfour Declaration is dead. There will be no more immigration and no more land for the Jews.

It calls upon the Arabs to co-operate (presumably with the Government) for the completion of their independence.—*Reuter.*

ANOTHER MOTOR CAR STOLEN.

AUSTIN SEVEN DISAPPEARS FROM CITY.

Mr. D. M. Goodall, of Messrs. Lane, Crawford, Ltd., has reported to the police this morning that his Austin Seven car, No. 250, has been stolen from the lane by the side of Exchange Building, where it was left parked. The theft was discovered just before ten o'clock.

This is the second case of car theft reported this week, the other report coming from Kowloon, where Mr. B. de Souza reported that he had an Austin Seven car stolen on Thursday, from near the Star Ferry. A brief police notification this morning, however, states that the car has since been recovered.

YOUNG MAN'S LAST FLING.

SUICIDE'S LETTER TO THE WORLD IN GENERAL.

Shanghai, Oct. 25.

After spending five nights entertaining sing-song girls at the Shang Shien Hotel, Chow Hu-wen (27), a dentist, addressed a lengthy letter to the world in general, advising young men not to degrade themselves by following his example, and then swallowed poison. He was found dead yesterday afternoon and the inquest revealed that he rented a room on Sunday night and then spent until Friday morning surrounded by sing-song girls and wine bottles.—*Our Own Correspondent.*

Bulls and Inners

From the Office Butts.

Another famous saying:—"I don't think that I will, but what about *you* having the other half?

A Government servant named Skew,
Said "I'm glad they've adjusted my screw."
Till the Council upspake,
"Let's play 'Put and Take,'
"Then the newspapers may change their view."

It's easier to climb higher when you're on the level.

Talking of the high cost of living, money doesn't go so far as it used to—but it still goes.

If there'd been a tax on wars, maybe the Budget speeches wouldn't have been quite so long.

Thieves entered a house recently and tied up the cook-boy. That's one way of securing a servant.

Unofficials on Monday tried to get the Government to remit some of the proposed taxes, but they couldn't budge it.

Asking some people to take a back seat means they'll take affront.

The difficulty of getting on with that circular road on the mainland is that we haven't the money to go round.

In Kowloon one touch of scandal makes the whole place chin.

Revised Proverb:—The hand that rocks the gear-lever rules the road.

A contemporary contends that Hongkong's prosperity is attributable to its free port. Mac-Whirter says he always has to pay for his.

It's suggested an aquarium
We build,
A Home for local wonders of The deep;
Whose crystal tanks for ever
Would be filled,
With the nasty things which sometimes
Spoil our sleep.
Lobsters, crayfish, prawns and
Even oysters,
Eels and crabs and staring
Octopi.
All behind the glass 'neath
Dolphined cloisters,
Gazing at the crowds with
Faces wry.
Why some people wish to see
Them captured
All alive, we cannot
Understand;
When they can be satisfied—
Enraptured,
If they buy them ready-cooked
And canned!

A popular tune can be killed in two ways, and the nextdoor neighbour knows both of them.

We understand that some-one was decidedly shirty in the office of our most dignified local contemporary on Tuesday morning.

Some of our local motorists should be doctors. After dark they have a wonderful roadside manner.

If wives knew what stenographers think of their husbands, they wouldn't worry.

Britain's new policy in Palestine is considered to be very injewdicious.

Poland has decided to erect a radio station at Rasin that will "drown" rival stations. This looks like Rasin Cain.

After the war to end wars, what's wrong with a peace-at-any-price Volunteers' parade to end parades?

There has been some criticism of the proposal to have a local aquarium. Evidently in these hard times one cannot offer tanks for such a suggestion.

With the closing of the public beaches, we've seen the last pose of summer.

A reader interprets the new salary scheme announced last Monday as meaning that Civil Servants won't get so much as they have been, but still a great deal more than they want.

Another reader draws attention to the large number of fishy-looking people to be seen on our streets these days. Maybe this explains the suggestion that the Colony should start an aquarium.

To-day's simile:—As rare as the soldier who hasn't written a novel about the Great War.

It's an unkind world. One woman this week told another that "you're only a servant of the Crown."

The admission of ladies to the Hongkong Club will be officially celebrated on Guy Fawkes' Day. It will indeed be a delicate tribute if the ladies return the graceful compliment by entertaining male members on April 1st!

Sweet Young Thing: Is this lipstick Kiss-proof?
Drug Store Clerk: Yes, miss. Would you like a demonstration?

It's a good thing to pick your friends, but not to pieces.

Scientists, we read, are still trying to split the molecule. Their slogan, no doubt, is:—"Up guards, and atom!"

Now is about the time when our bathing girls begin to care a wrap.

According to a writer, England is the most musical nation in the world. Britannia rules the staves!

Nature Notes:—Autumn is here, and but a few lingering specimens of the lesser gasbill remain. In the New Territories one may yet espy an elusive tapdribbler, whose soft notes are so liquid that the superfluous moisture has to be periodically removed by the P.W.D.

We are surprised that the Chinese woman who told another that she had a "face like thunder" didn't add that she had an appealing voice!

At the annual meeting of the Ladies' Section of the Golf Club on Wednesday, anonymous critics were putt in their right place.

There was a young man of Milwaukee
Whose voice was decidedly squawky,
But, being well groomed
And expensively boomed,
He won fortune and fame in a talkie.

Curiously enough, in a golf championship correspondence contest, the editor is the only man who holes out in one——W.P.B.!

We should have thought that the very exercise of swinging a niblick out in the wide open spaces would have toughened the skins of even the fair sex against anonymous criticism.

In order to qualify for local "A" licences, the art of gliding should be mastered. This refers to air-stunting and must not be confused with the winter party pastime of stair-hunting!

A reader wants to know what could be described as an ideal income. Ask a Civil Servant.

Racketeers in Chicago have just bombed their third beauty shop. Well, those fellows may have their own ideas as to how to lift faces.

"Some motorists," says a writer, "consider reckless driving nothing but a joke." Perfectly killing, in fact.

The United States spent three million dollars on liquor last year. This makes us wonder why there should be all this agitation against Prohibition.

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Safe Enterprises.

[To The Editor of *Hongkong Telegraph.*]

Sir,—We read so much these days of the activities of Mr. Al Capone and Mr. Legs Diamond that we wonder if it would not be a profitable thing for them to organize a foreign subsidiary to be known as Rackets (Export) Ltd. The local branch could find some encouragement in the following:

(1) The Gas Meter Racket.
If consumers seem willing to pay rent for their meters, why not extend the principle to the mains?

(2) The Electricity Meter Racket.
Surely, the idea of paying rent for meters could be extended. Some one has fallen down badly here.

(3) The Telephone Racket.
This is a rich field. All you have to do is to line up your subscribers; they will contribute the money necessary to purchase your equipment. After this, install phones which won't work properly. Then comes the big laugh; rent them hand transmitter phones at a dollar a month. Of course, renting the phones is just a minor feature, but it just shows you what the possibilities are.

(4) The Bank Note Racket.
This is really high class, while the returns compare very favourably with those of the Boot-legging Racket. All that is needed is to secure permission from Government to issue bank notes under the usual terms and conditions. Then buy yourself a lot of silver and start to issue. The premium on exchange will net you 13 or 14%. Of course, you must not issue too much. If the public insists too loudly that business is in danger of being completely destroyed, you can appoint a Commission to investigate; but this should not happen often, and the clamour soon dies down. The Government used to charge a 1% tax on this racket, but was good enough to remit it last year. They still have a small tax on it, but a really energetic group could easily get that taken off.

From the foregoing it can be seen that Hongkong offers good prospects to Rackets (Export) Ltd. I wonder that Ice House Street has not thought of this before.

WALLINGFORD.

St. Andrew's Church Bazaar.

Sir,—The Committee of the St. Andrew's Branch of the Victoria Diocesan and Missionary Association, request the courtesy of your columns in acknowledging the kindly help of the following firms, who generously contributed in various ways to their recent Bazaar:

Messrs. The Asiatic Petroleum Co., (S. C.) Ltd., J. T. Bagram, Esq., Messrs. Bitzer Co., the Britannia Aerated Water Co., the British-American Tobacco Co. Ltd., the Cafe Pavilion, the Commercial Press Ltd., the Daily Farm Ice & Cold Storage Co. Ltd., W. A. Hannibal & Co., J. D. Hutchison & Co., the Kowloon Store, Lane, Crawford Ltd., W. R. Loxley & Co., Nestles and Anglo-Swiss Condensed Milk Co., the Sincere Co. Ltd., the Texas Co., Watson & Co Ltd., Harry Wicking & Co., the Wing On Co. Ltd., Ye Olde Printerie Ltd.

The gross receipts for the day amounted to the satisfactory sum of $1,120, and the Committee desire to thank all the many friends who helped in any way in making the Bazaar a success.

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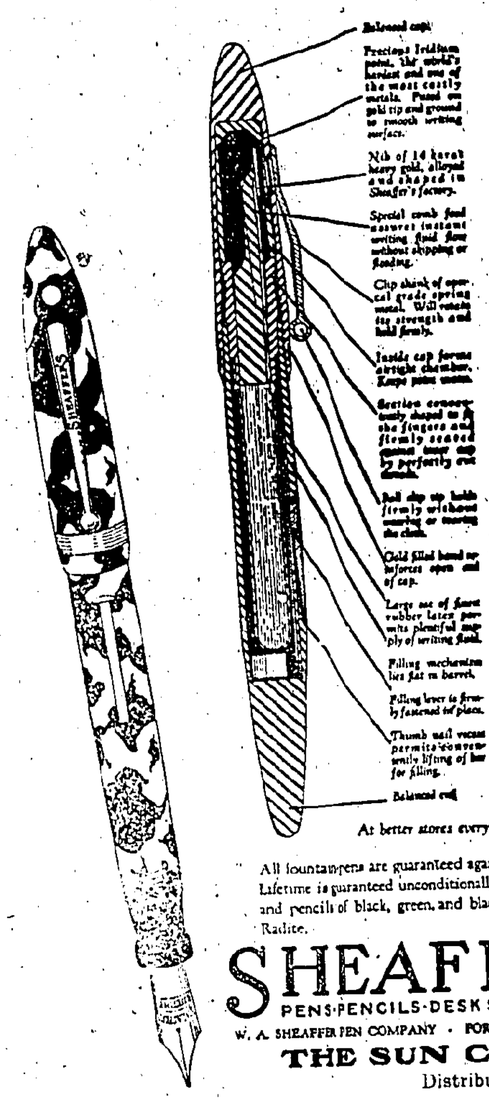

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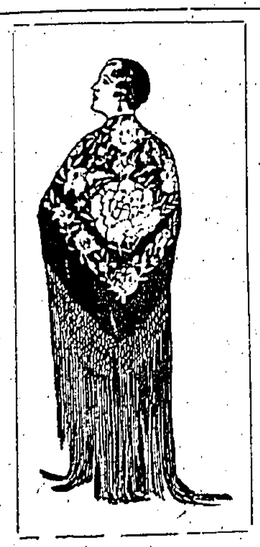
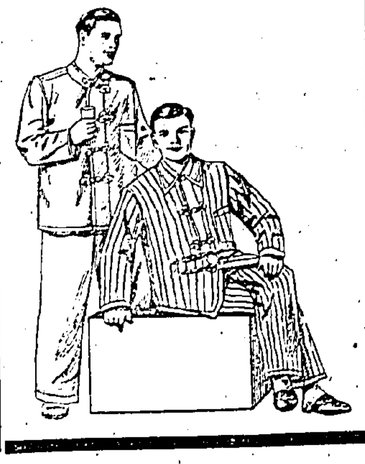
125 " " Crepe de chine Double width ... ... " $2.40 a Yd.
225 " " Fuji Silk 27" Width " 75 cts. a Yd.
85 " " " " 29" " " 80 " a Yd.
60 " New stripe spun for shirting " $1.45 a Yd.
26 " Printed Fuji Silk... ... ... " $1.40 a Yd.
145 " " Crepe de chine from... " $2.00 a Yd.



20 " " Radium Crepe .. ... " $3.25 a Yd.
56 " " Georgette from ... ... " $2.20 a Yd.
250 Pcs Fuji Silk Shirts with 2 collars " $3.75 a each.
6 Shades Fuji Silk Men's Pyjamas " $6.50 suit.
45 " " " " Striped Pyjamas $7.00 "
47 " Kayser and Holeproof stocking at popular prices.
50 Men's Crepe de chine Neck Ties with handkerchief to match " $2.50 a set.



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LOCAL WEDDING.

PRETTY CEREMONY AT ST. JOHN'S CATHEDRAL.

A very pretty wedding was solemnised at St. John's Cathedral yesterday afternoon, by the Rev. Mr. H. V. Koop, when Mr. George Herbert Sherriff, of the Sanitary Department, was married to Miss Doris Margaret Davey, who recently arrived from Home. The groom is the son of Mr. and Mrs. H. Sherriff of Willesden, London, and the bride the daughter of Mr. and Mrs. E. Davey, of Harringay, London.

The service, which was choral, was attended by a large gathering. The bride looked charming in a beaded white satin dress, with a veil and beaded cap, and carried a bouquet of white Honolulu creeper and pink roses. She was given away by Mr. F. Rapley. The bridesmaids were the two little Misses Ursula Woodhouse and Hazel Merriman, and they looked very sweet in fuchia pink velvet dresses, with crepe de chine to match, of the Tudor period, with ankle length skirts, and silver caps and shoes. They carried bouquets of cosmos.

The duties of bestman were performed by Mr. A. Jillott.

The matron of honour, Mrs. A. A. Andrews, wore a stylish dress of floral georgette.

The company afterwards assembled at the Hongkong Hotel, where the reception was held, the health of the newly-married couple being duly toasted, and the little bridesmaids being complimented on the way they had carried out their duties. Mr. Rapley also made a short speech of congratulation. The bridegroom suitably responded.

Later, Mr. and Mrs. Sherriff left for Repulse Bay, and will afterwards visit Macao and Canton, for their honeymoon. The bride's going-away dress was a handsome one of blue and beige crepe de chine.

INDIAN AGITATOR.

JAWAHAR LAL NEHRU REFUSES TO PLEAD.

Allahabad, Oct. 24.

Jawahar Lal Nehru, who was arrested recently, has been charged with sedition and abetting an infringement of the salt law, as well as instigating non-payment of taxes.

He refused to plead, and judgment was reserved.—*Reuter.*

SPECIAL OFFER

WAHL EVERSHARP

PERSONAL POINT

FOUNTAIN PENS

Gold Band & Clip Pens	From	$ 8.10 to $ 21.50
Combination Sets	,,	$13.50 ,, $ 40.00
Desk Sets	,,	$18.00 ,, $ 60.50
Desk Lamp Sets	,,	$72.00 ,, $215.00

ALL LESS 20%

Free choice of Nibs and Holders from a Comprehensive Range. Guaranteed Life-long!

Don't Miss This Opportunity which will soon be over.

THE SINCERE CO.

LIMITED

CIVIL SERVANTS REBUKED.

MR. SNOWDEN ON "INGRATITUDE."

A rebuke to the Civil Service organisations for their "ingratitude" to the Government is contained in a reply by the Chancellor of the Exchequer to the staff side of the National Whitley Council.

The chairman of the staff side wrote to Mr. Snowden stating that the decision of the Government to reduce the Civil Service bonus, on the basis of five points, as from September 1 had been received with disappointment and alarm.

The reply was as follows:

"The Chancellor of the Exchequer has taken note of your letter of the 15th August relating to the decision of the Government to increase the bonus payable to Civil Servants under the terms of the Agreement of 8th May, 1920, for the period of six months from 1st September, by fixing it with reference to a cost-of-living figure of 65 instead of 60, the figure at which it is due to be calculated under the provisions of that Agreement.

"He regrets that this generous cocession, which involves a very large addition to the taxpayers' burden for the benefit of the Civil Service, should have been received in such a spirit of ingratitude by the officials of your organisation, and he is surprised that you should attempt to support your attitude by wholly untenable assumptions."

New Victor Records FOR October

TSANG FOOK PIANO CO.

8, Des Voeux Road, Central.

(Entrance Ice House Street.)

Telephone C. 24648.

The Jade Tree Inc.

Peninsula Hotel Arcade only Address.

New Stocks Arrived Cloissonne Smoking and Desk Sets, Satin and Crepe Fur Lined Coats. Big Variety of our Famous Jade Tree Rugs.

Tel No. 23431.

TO-DAY

SEE CENTRAL THEATRE HEAR

Paramount's Sound Pictures

TO-DAY

DAILY At 2.15, 5.10, 7.15 and 9.20 p.m. SHARP.

Acclaimed in London and New York as the Greatest of all Pictures

"JOURNEY'S END"

With Colin Clive—All Talking from the Play by R. C. Sherriff.

A Tiffany-Gainsborough-Pearson Production.

A SUPER-PRODUCTION AT POPULAR PRICES

TO-DAY'S WANTS.

25 WORDS $1.50,
($2.00 If Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695, 705, 709, 720, 722, 727.

WANTED KNOWN.

PICTURE EXHIBITION of water colours, Oil-paintings and Pastels at Messrs. Komor & Komor, Art and Curio Experts, opens on first November.

FOR SALE.

FOR SALE.—Austin 7 Touring Car, 1925 Model. Can be seen at The Dairy Farm, Pekfulum.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road, Kowloon

Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"
Flats with modern conveniences.

Every Duofold earns a Bonus or a Penalty

So our graduate pen makers grind all points as good as their best

We pay a bonus to our graduate pen grinders for every Duofold point. But first it must pass 11 hand-boiled inspections: For jewel-like smoothness, for lifelong strength, for firm uniform set, for comfortable tension, and for pressureless writing the instant the point touches paper. If it fails any test we reject it, and the pen grinder pays a forfeit.

No amount of money can buy the Duofold's equal. And machine-ground points, of course, cannot compare. Go and try this Bonus point at a near-by pen counter.

Parker's Features:

Pen guaranteed for 1s/s
17.4% more ink capacity, size for size
Writes with pressureless touch
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Convertible for pocket and desk se

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3 Canton Road, Shanghai

Parker Duofold

E 30-15

MASSEUR R. SHIMIDZU.
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Recommended for many years of Government Civil Hospital, Benk Hospital, etc., and by all the local doctors.
24, Wyndham Street Tel. 24945.

SHAMEEN PRINTING PRESS
AGENTS FOR
The Hongkong Telegraph.
TOWHOM ALL LOCAL ENQUIRIES SHOULD BE ADDRESSED.

New Advertisements.

HONGKONG JOCKEY CLUB.

The Ninth Extra Race Meeting will be held (weather permitting) at Happy Valley on SATURDAY, 25th October, 1930, commencing at 2 p.m. The first bell will be run at 1.30 p.m.

MEMBERS ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at $5.00 for Gentlemen and $2.00 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the Public Enclosure is $1.00 for all persons including ladies and is payable at the gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers Tic Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

CHURCH NOTICES.

The Nineteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. October 26th, 1930. Hospital Sunday. Nineteenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Probation After Death." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass, U.S.A.

Wesleyan Methodist Church, Queen's Road, East. (Opposite Royal Naval Hospital). Morning Service 10 a.m. Preacher Rev. J. C. Knight Anstey. Sunday School at 3 p.m. (New scholars welcome). At the Sailors' and Soldiers' Home, Praya East. Sunday at 8.15 p.m. Service Mens Social Hour. Monday at 3 p.m. Meeting of the Ladies Church Aid. Saturday 1st November, 3 p.m. Bazaar and Sale of Work.

St. Andrew's Church, Kowloon. October 26th, Nineteenth Sunday after Trinity. Harvest Festival. 8.15 a.m. Holy Communion. 10.00 a.m. Service for Young People. Bible Class for Boys. 11 a.m. Morning Prayer and Sermon. Preacher, Rev. G. K. Carpenter. M.A., 2.45 p.m. Children's Flower and Fruit Service. 6 p.m. Evening Prayer and Sermon. Preacher Rev. A. D. Stewart. M.A.

G. R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 27th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price.
			feet	feet	feet	feet			
1	New Kowloon Inland Lot No. 1412.	Junction of Fuk Wing Street and Shek Kip Mei Street.	As per sale plan.				About 5,610	$38	$7,013

G. R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 27th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in sq. feet.	Annual Rental.	Upset Price.
			feet	feet	feet	feet			
2	New Kowloon Inland Lot No. 1413	Junction of Tai Po Road and Poplar Street.	As per sale plan.				About 2,470	$18	$3,068

G. R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 27th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong for a term of 75 years commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in sq. feet.	Annual Rental.	Upset Price.
			feet	feet	feet	feet			
3	New Kowloon Inland Lot No. 1414	Junction of Pak Wa Street and Ten Chon Street, Shamshuipo.	As per sale plan.				About 22,680	$156	$23,350

MRS. MOTONO.
Massage.
Hand and Electric
31b, Wyndham Street.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 2/6. DR. J. J. CLARK M.D. & Co., HAVERSTOCK R.D., N.W. 3, London. SEE TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO GENUINE PACKETS

Lammert's Auctions.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 29th October, 1930,

commencing at 11 a.m.

At No. 8, Carnarvon Buildings

A Quantity of Valuable Household Furniture.

On View from Tuesday, the 28th October, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 30th October, 1930,

commencing at 10.30 a.m.

At No. 175, The Peak

A Quantity of Valuable Household Furniture.

comprising:—

Chesterfield Couch and Armchairs, Glass Cabinet, Pictures, Ornaments, Curtains, Carpets, Desk, Card Table, etc., etc.

Teak Extention Dining Table, Dining Chairs, Teak Side Board, Dinner Service, Crockery, Glass Ware, Electric Lights, etc., etc.

Teak Extension Dining Table, Teak Dressing Table, Cloths, Chest of Drawers, Porcelain Basin, etc., etc.

also

One Baby Grand Piano by Schiedmayer & Soehne.

One White Frost Refrigerator.

and

Several Pieces of Blackwood Ware.

On View from Wednesday, the 29th October, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

WHITTA'S MOTOR AUCTIONS

USED CARS & TRUCKS.

Every Thursday.

At our Sales room in Cameron Road, Kowloon, on Thursday, 30th. October.

PHONES.

Kowloon 56720. H. K. 26485.

Various makes of cars and Trucks will be offered. See later papers for detailed list.

HONG KONG USED CARS Ltd.

2nd floor, Exchange Building. Sales room next Peninsula Hotel Garage, Cameron Road, Kowloon.

CONSIGNEES' NOTICE

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', HULL, ANTWERP, LONDON and STRAITS.

The Steamship,

"BENLOMOND"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st November, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th November, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st November, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 25th October, 1930.

EXCELLENT CONCERT AT KOWLOON.

AMATEUR TALENT SHOWN IN TWO PLAYS.

Amateur talent found an excellent outlet for expression in a sketch and a farcical piece entitled "The Boy Comes Home" and "The Crimson Cocoanut" respectively, which formed the greater part of an enjoyable concert given in St. Andrew's Church Hall last night to a packed house. In addition to these two pieces there were vocal and pianoforte items, and delightfully localised monologues, these latter being delivered by Mr. S. A. Sweet. They were very funny and gave rise to much laughter and applause.

The programme commenced with a pianoforte solo by Miss Winifred Robinson, after which Mr. C. W. L. Cole rendered a song. This was followed by A. A. Milne's sketch "The Boy Comes Home," and dealt with the return of a young soldier from the battlefields of France. This piece was extremely well presented, all those participating giving a good account of themselves and coming in for much appreciation from the audience. The players were as follow. Philip (Mr. R. Woolley); Uncle James (Mr. S. A. Sweet); Aunt Emily (Miss P. Woolley); Mary, the maid (Miss M. White), and Mrs. Higgins, the cook (Miss R. Cole).

After a short interval Miss McGill sang songs and accompanied herself at the piano, these being extremely well received and sweetly rendered, after which Mr. Sweet gave his monologues.

"The Crimson Cocoanut," by Ian Hay, was the final feature and provoked almost continuous laughter among the audience. This was undoubtedly an excellent effort which thoroughly merited the hearty appreciation it received, and centred round a farcical story which appeared to please everyone immensely. All those in the cast made a success of their various roles and carried the piece off with a swing. They were Robert, the waiter (Mr. J. W. Baldwin); Jack Pincher, C. I. D. (Mr. A. L. Cole); Mr. Jabstick (Mr. N. Mackay); Nancy Jabstick, his daughter (Miss R. Cole); Nitro Gliserinski (Mr. R. Wong) and Mme. Gliserinski (Miss M. White).

The proceeds of the entertainment will be devoted to V.D.M.A. funds and judging by the large attendance it should prove a success from every point of view.

The two pieces were produced by Mr. S. A. Sweet.

THE
5th of November
is a date
REMEMBERED BY EVERYONE
BUT!
REMEMBER & CONNECT
IT
NOW,
as the date fixed for the
"GUY FAWKES CARNIVAL"
to be opened by
Lady Peel.
WATCH THIS SPACE
for
DETAILS.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due.
U.S.A., Canada, Japan and Shanghai (Seattle 4th October)	Pres. Cleveland (Due here Oct. 24, at 6.30 p.m.)	October 25.
	G.G. Albert Sarraut	October 25.
Saigon	Malolo	October 26.
Shanghai	Szechuen	October 26.
Shanghai and Swatow	Tjikarang	October 26.
Shanghai and Amoy	Emps. of Canada	October 27.
Manila	Pres. Lincoln	October 27.
Manila	Tatsuta Maru	October 27.
Japan	Tsinan	October 27.
Shanghai and Amoy	Cremer	October 28.
Straits	Tjibadak	October 29.
Batavia	Santos Maru	October 29.
Japan	Hakusan Maru	October 31.
Straits	Suwa Maru	October 31.
Japan and Shanghai		
London parcels (25th Sept.) and Straits	Anchises	October 31.
U.S.A. Honolulu, Japan and Shanghai (San Francisco 3rd October)	Pres. Wilson	November 1.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C. 16th October)	Empress of Russia	November 3.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 10th October)	Pres. Madison	November 3.
Japan	Melbourne Maru	November 5.
U.S.A., Canada, Japan and Shanghai (Seattle 18th October)	Pres. Pierce	November 7.
Australia and Manila	Tanda	November 9.

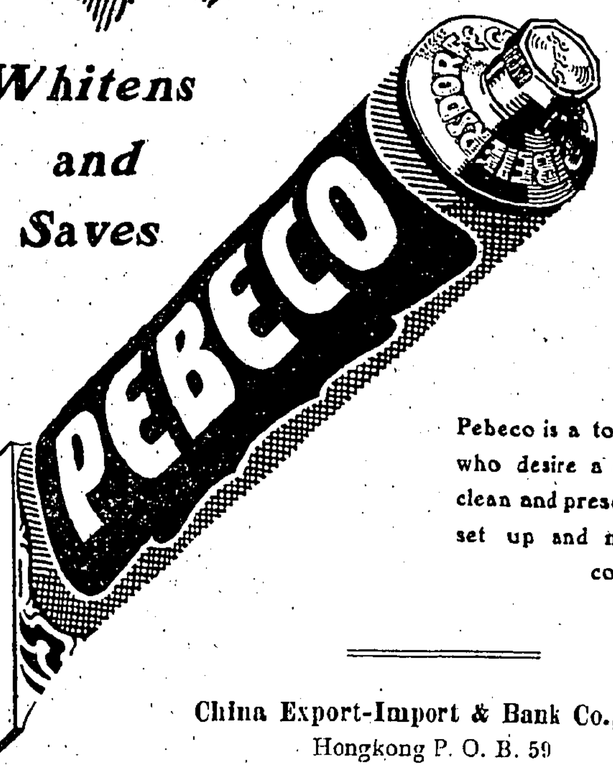
OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Shanghai and *Europe via Siberia	Newchwang	Sat., Oct. 25, 1.30 p.m.
Formosa	Sanyo Maru	Sat., Oct. 25, 1.30 p.m.
Japan	Tacoma Maru	Sat., Oct. 25, 2.30 p.m.
Manila	Pres. Cleveland	Sat., Oct. 25, 4.30 p.m.
Foochow via Swatow	Kueichow	Sat., Oct. 25, 5 p.m.
Amoy and Japan	Hosang	Sat., Oct. 25, 5 p.m.
Saigon	Haldis	Sat., Oct. 25, 5 p.m.
Hoihow	Kitawa	Sat., Oct. 25, 5 p.m.
Parcels only for Germany via Ports and Hamburg	Saarland	Sat., Oct. 25, 5 p.m.
Bangkok via Swatow	Kalgan	Sun., Oct. 26, 8.30 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Oct. 26, 9 a.m.
Amoy	Chenan	Mon., Oct. 27, 3.30 p.m.
Japan, *Canada, U.S.A., *C. and *S. America and *Europe via Victoria B.C.	Pres. Lincoln	Mon., Oct. 27,
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B.C. 14th November).	
Shanghai and *Europe vid Siberia	Pres. Lincoln	Mon., Oct. 27,
	Registration	5 p.m.
	Letters	6 p.m.
Hoihow, Pakhoi and Haiphong	Chengtu	Tues., Oct. 28, 9.30 a.m.
Manila and Java via Sourabaya	Tjikarang	Tues., Oct. 28, 9.30 a.m.
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., Oct. 28, 12.30 p.m.
Calcutta via Straits	Namsang	Tues., Oct. 28.
	Parcels	Noon
	Letters	1 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Oct. 28, 1 p.m.

*Superscribed Correspondence only.

Whitens and Saves



TOOTH PASTE

Pebeco is a toothpaste for people who desire a dentifrice which will clean and preserve their teeth and set up and maintain a hygienic condition

China Export-Import & Bank Co., Ltd.
Hongkong P. O. B. 59

LOCAL RADIO.

DANCE PROGRAMME FOR TO-NIGHT.

To-day's radio programme to be broadcast by Z. B. W. on a wave-length of 355 metres.

7.00 p.m. European programme of Victor records selected and supplied by Messrs. Tsang Fook.
Henry VIII-Introductions and Entrance of the Clans (Saint-Saens).
National Symphony Orch. 7292.
Henry VIII-Dance of the Gypsy.
Henry VIII-Jig and Finale.
National Symphony Orch. 7293.
Traumerei (Schumann).
Andantino (Lemare).
Edwin Lemare-Organist. 35843.
Poet and Peasant Overture (Von Suppe).
Victor Symphony Orch. 35797.
Gems from "Honeymoon Lane."
Gems from "Oh! Kay."
The Revelers-Mixed Chorus. 35811.
Gems from "Bohemian Girl" (Balfe).
Victor Light Opera Co. 35819.
Aida-Introduction and Moorish Ballet.
Aida-Grand March and Finale (Verdi).
Creatore's Band. 35780.
Songs of the Past.
Victor Mixed Chorus. 35872.
Darling Nellie Gray (Hanby).
Carry me back to Old Virginny.
Shannon Quartet. 19887.
Happy Days are Here Again.
Humming a Love Song.
Phil Baker-Accordion Solo. 22350.
Southern Melody Soft Shoe Dance.
Mountain Blues.
Jimmy Smith-Harmonica with Guitar. 20020.
Lookin' at You.
Sing you Sinners.
The Revelers-Male Voices. 2242.
The Toy Town Admiral.
Searching for you in My Dreams.
Gene and Glean-Duet. 22396.
Happiness Boys going abroad.
Happiness Boys in London.
The Happiness Boys. 22491.
Livin' in the Sunlight-Lovin' in the Moonlight.
You Brought a New Kind of Love to me.
Maurice Chevalier-Baritone. 22405.
9.00 p.m. Weather report, Local Time and Press News.
9.05 p.m. Dance programme.
1. Foxtrot.
"Turn on the Heat."
"Georgia Pines."
2. Blues.
"What is this thing Called Love"?
"She's such a comfort to me."
3. Foxtrot.
"The Free and Easy."
"With You."
4. Waltz.
"It must be You."
"You're Always in my Arms."
5. Foxtrot.
"Sweetheart we need each other."
"There's Danger in your Eyes Cherie."
6. Foxtrot.
"Leave it that Way."
"Dust."
7. Foxtrot.
"Puttin' on the Ritz."
"Singing a Vagabond Song."
8. Foxtrot.
"Confessin'."
"My Bluebird was caught in the Rain."
9. Blues.
"If you didn't care for Me."
"Roses are for-get-me-nots."
10. Foxtrot.
"Rollin' Down the River."
"Mia Cara."
11. Foxtrot.
"The Kinkajou."
"Rio Rita."
12. Foxtrot.
"Baby, won't you please come Home."
"Nobody cares if I'm Blue."
13. Foxtrot.
"F'r Instance."
"Lonely."
14. Waltz.
"The Kiss Waltz."
"Down the River of Golden Dreams."
15. Foxtrot.
"Reminiscing."
"The Verdict is Life."
11.30 p.m. Close down.

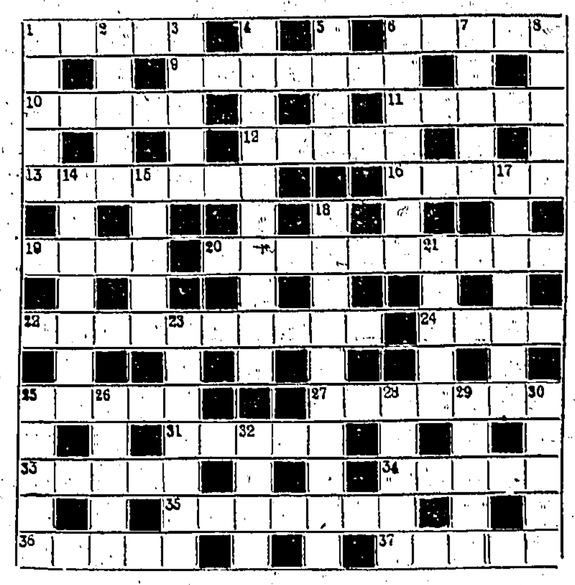
SUNDAY'S PROGRAMME.

To-morrow's radio programme to be broadcast by Z. B. W. on a wave-length of 355 metres.

11.00 a.m. Relay from St. John's Cathedral of Morning Service.
12.15 p.m. Chinese programme of recorded Music.
1.30 p.m. Weather report.
9.00 p.m. Weather report, Local Time and Press News.
9.05 p.m. European programme of H. M. V. records supplied by Messrs. Moutrie and Co.
Semper Fidelis March.
The Bells of St. Malo.
Band of H. M. Coldstream Guards. 2647.
Humouresque (Dvorak).
Jocelyn-Berceuse (Godard).
Venetian Trio-Instrumental. 20130.
Narcissus (Nevin).
Spring Song (Mendelssohn).
Victor Concert Orchestra. 21449.
The Flatterer (Chaminade).
Scarf Dance (Chaminade).
Hans Barth-Pianist. 20346.
9.20 p.m. By Kind permission of the Hongkong Amusements, we will broadcast "The Rogue Song" from the Queen's Theatre.
11.15 p.m. (Approx). Close down.

Information has been received in the Colony of the appointment of Wor. Bro. Charles William Jeffries as District Grand Mark Master for Hongkong and South China, *vide* Rt. Wor. Bro. J. M. McHutcheon, who is shortly leaving the Colony on retirement.

OUR BRITISH CROSSWORDS.



Across.

1 Plain, in South America.
6 A strong party man is obtained at last.
9 "Ages wot" (anag.).
10 Worth that has order of its own.
11 Used in Mexico to build its anagram.
12 Viewed in this way straw is blackish.
13 One little vegetable in a chair will suffice to satisfy.
16 A servant maid who amused Ceres while on her quest for Proserpine.
19 Boy's name.
20 He is certainly not the best man.
22 I am doubtful "If more beet" was eaten formerly (anag.).
24 A cheese that is made one way.
25 Employing.
27 Cotton cloth enfolds a sharp girl.
31 A haunted house may be this for years.
33 Altogether trivial notwithstanding the curse.
34 It's bedtime.
35 Your grocer may, perhaps, give you one about Christmas time.
36 This is scarcer.
37 The property of an artist.

Down.

1 Although this plate is thin, it is likely to be broken in the process of washing up.
2 Said of a sail when it is sheeted home
3 This little town is on the Tiber.
4 "Accent rose" (anag.).
5 They grow good rubber here.
6 Eat in the rousing of game,
7 Partial darkness appears largely above the horizon.
8 It's not here.
14 "The strong-ribbed bark through liquid mountains cut ... Like—horse" (Shakespeare).
15 This Bisley trophy is more than a mere echo.
17 Silk material with a raised pattern.
18 Immovable.
21 Waste land growing rank grass, in Scotland.
23 Uniform—as one would expect in this army.
25 One can't do this to an open door.
26 This tube is not underground but it carries passengers, nevertheless.
28 In the present time one may observe a past time.
29 Margins.
30 Native, in South Africa.
32 Citrus fruit.

Yesterday's Solution.

A	R	I	T	H	M	E	T	I	C	■	B	■	T	■
R	■	N	■	I	■	N	■	C	R	U	E	L	■	■
A	L	D	E	R	M	A	N	I	C	■	E	■	L	■
B	■	E	■	E	■	B	■	T	■	W	A	L	E	S
■	C	■	G	R	A	L	L	I	C	■	S	■	G	■
J	E	H	U	■	E	■	A	■	T	O	R	T	■	■
■	■	O	N	■	T	O	L	D	■	L	O	O	P	■
S	T	O	T	■	■	■	I	■	L	A	P	P	■	■
■	R	■	E	R	I	C	■	G	A	L	A	■	H	■
P	I	E	R	■	E	■	A	■	T	A	I	L	■	■
■	■	F	■	S	■	I	D	O	L	I	S	E	■	C
F	U	N	N	Y	■	I	■	E	■	M	■	O	■	■
■	G	■	I	■	B	L	A	C	K	S	M	I	T	H
H	A	P	P	Y	■	L	■	I	■	H	■	N	■	A
■	L	■	E	■	S	A	L	A	M	A	N	D	E	R

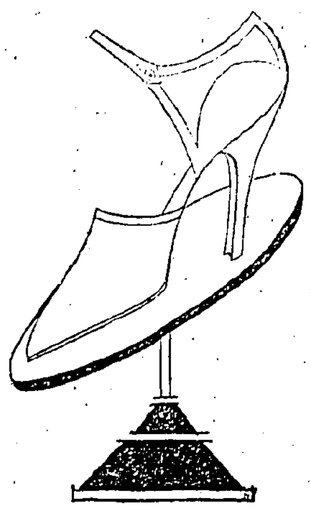
IF

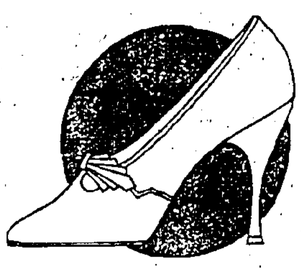
(With abject apologies to Rudyard Kipling.)

If you can eat a right good hearty dinner
Then rest awhile and eat another one,
If you can drink like any hardened sinner,
And next day with your normal work go on,
If you can meet with triumph and disaster,
Of Chinese cooking—treat it all as fun,
Of your internal organs you are master,
Because you make use of Pinkettes—my son!

GORDON'S FOOTWEAR

New Models for Afternoon Wear.





New Models for Evening Wear.

Kayamally Building.

Roland Sarrault

Smart Winter Coats & Latest Model Hats from Paris
Pedder Building (2nd floor). (Above Thos. Cook & Son).

FELIX HAT SHOP.

York Building, next to Moutrie's.

Now on display Smart Tweed Costumes, Moire silk Afternoon Frocks as well as Rick Satin and charming Lace Evening Gowns.

Eve

Kayamally Bldg.
Entrance Gordon's
Mezzanine Floor.

THE VERY LATEST IN KNITTED WEAR.

Two and Three Piece Suits with Tuck-in Blouses. Tweed Coats with Hats to match. Sports Skirts in Garbardine, Tweed and Silk.

WILD CHERRY COUGH SYRUP

FOR THE RELIEF OF

COUGHS,

due to.—COLDS, BRONCHITIS, HUSKY VOICE Etc.

As for it at:—

The Colonial Dispensary
13, Queen's Road Central,
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HAIR TONIC

It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS—heals scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

Take care of your hair while you've got it. Start with Fletcher's Hair Tonic to-day.

THE PHARMACY
Asiatic Building. 26, Queen's Rd. C.
Telephone 20345.

FRECKLES AND HIS FRIENDS — And Just Then— — By Blosser

Our friend—

THE DOG

be kind to him and keep him fit!

THE "QUORN" DOG REMEDIES

Condition and Tonic Powders

They cool the blood, remove all impurities and act as a tonic to the whole system.

Price: 75 Cents per Box.

SKIN OINTMENT

75 Cents per Tin.

WORM POWDERS

50 Cents per Box.

TIC LOTION

(Parasitin). $1.25 per Bottle, most effective and quite harmless.

WATSON'S

DOG SOAP.

Keeps the skin healthy, prevents mange and other skin diseases.

85 Cents per large tablet.

Sole Distributors,

A. S. WATSON & CO., LTD.

The Hong Kong Dispensary. P'hone 20616.
The Kowloon Dispensary. P'hone 57019.

NOW ON SALE

The New

VICTOR RECORDS

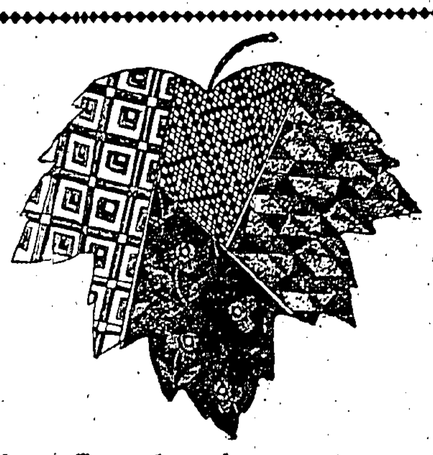
for

October

S. Moutrie & Co., Ltd.

(Victor Distributors)

CHATER ROAD.



A Good Assortment

of

Dress Lengths

in

Flowered Georgette

and

Ninons

also

Viyella & Visylka

in

Various Shades.

Lane, Crawford, Ltd.

PIECE GOODS DEPT.

Ground Floor.

WORTH HURRYING FOR!

HERE IS ANOTHER BARGAIN

MINERVA ALL WEATHER TOURING CAR.

1924 Model, 6 cylinder, 26 hp.
Green Body, Wire Wheels

Price $500.00

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotel, Ltd. Incorporated in Hongkong. 25, Queen's Road C. and Stubbs Road.

WEDDING.

SEE . CHIN—QUING YEN.—The wedding will shortly take place of Reginald, eldest son of Mrs. Maude See Chin, 11, Hankow Road, and the late Mr. Yan She Chin, to Myrtle Eileen, only daughter of Mr. and Mrs. J. Quing Yen formerly of Melbourne. Australian papers please copy.

The Hongkong Telegraph.

SATURDAY, OCT. 25. 1930.

FREE TRADE HERETICS.

That the defeatists should hold the floor in Britain just now is a natural outcome of the persistence of the industrial depression. They follow the cycles of economic disturbances so closely as to form, almost, a part of them. The mere fact that the ranks are to-day being swelled by recruits from most unexpected quarters is not to be taken as a sign of their justification, but as further evidence, if such were needed, of the unprecedented severity of the crisis through which trade is passing. Sir Felix Schuster, the noted banker, latest Free Trade heretic, and the newest ally of the "business revolutionaries" has little to say that is new. He urges the formation of a National Government, consisting of the leading men of all Parties, and an independent Council of producers, traders, working men and economists free from the tyranny of party politics, as the way to restore national prosperity. He wants, as everyone else, taxation to be cut, and he turns to safeguarding and empire preferences as the solution of Britain's economic problems. We find it difficult to distinguish between his particular panacea and that proposed by the National Council of Industry. He speaks of safeguarding instead of tariffs, if that represents a difference, but like Sir William Morris's organisation, he omits to tell us the process by which his galaxy of all the talents from the existing political parties would achieve anything at all. Mr. Winston Churchill and Mr. Philip Snowden collaborating in the formulation of a fiscal policy for the country might form the subject of an excellent cartoon, but—why labour the point? There are serious disadvantages inherent in the party system. That must be admitted. But it seems to us the only available instrument for accomplishing anything in the way of practical results. Party politics have this much in their favour: When John Jones records his vote in favour of a Liberal, Conservative or Labour candidate, he feels he is voting for certain principles and not for an individual, his interest is national rather than local. He is voting for a form of Government, if only on the the "try everything once" principle and if he does not approve of the consequences, he switches at the first opportunity. Remove the party labels, which is all it would amount to, and Heaven knows what would emerge from the confusion. There is only one other alternative, a nominated Government, and we doubt if the "revolutionaries" are prepared to go as far as that.

It is not required of the student to strive hard to discover exactly what the vast majority of them do want. Most any government would be satisfactory provided it was prepared to impose tariffs. Free Trade is good enough when times are good. When conditions are adverse, it is, of course, suicidal. Profits are down. Control of the home market and higher prices would render less arduous the task of directors at board meetings and at meetings with shareholders. Even the contradictions and absurdities of Empire Free Trade would do if they secured for them a temporary advantage. In our view the only impressive consideration for a tariff is that mentioned by Mr. E. D. Simon at the Liberal Summer School. It would provide a new source of revenue for the Chancellor of the Exchequer, who badly needs it. If there were any assurance that Mr. Philip Snowden would control the country's finances over a long period of years, we should have no objection to special measures. Without a fanatical Free Trader permanently at the Treasury, however, it would be exceedingly rash to embark upon a policy of import duties. People are too ready to assume that it would be discarded when its immediate purpose had been achieved. The whole experience of man is precisely the opposite. Protective duties once imposed increase under organised pressure until they obtain the monstrous proportions now to be seen in America. Great Britain is an importing country, which says all that need be said.

Refuse Destruction.

It is interesting to read that one of the greatest problems of the Shanghai Municipal Council's Public Works Department and the health authorities is expected to be solved in the near future by the purchase and erection of a modern incinerator for the speedy disposal of the enormous quantity of refuse collected from all city districts from day to day. The Council has decided upon the purchase of a large Balmer incinerator which is to be erected in the eastern district at a total cost of Tls. 365,000. This will be constructed in the course of the ensuing year, together with a cremating chamber, and will be in addition to the German incinerator of the "Inferno" type recently ordered for erection on Penang Road, in the western district. The news is of particular interest to Hongkong in view of the fact that it has often been argued here that incinerators would not be of much use in dealing with the type of refuse with which this Colony has to deal. In this connexion it may be noted that investigations revealed that incinerators which were suitable for cities such as London and Berlin were not adaptable to the peculiar Shanghai conditions. The rubbish of Shanghai consists, for the greater part, of vegetable matter and non-combustible material, and its destruction is, therefore, considerably more difficult. After careful search and investigation, however, two types of incinerator were found which would suit the purposes of Shanghai. If Hongkong ever again thinks of adopting a modern method of refuse destruction, it might do worse than to profit from Shanghai's experience.

DAY BY DAY

THE ONLY ABIDING WFALTH IS HUMAN ENERGY.—*I Zangwill.*

***

The *Gazette* contains revised regulations under the Midwives Ordinance.

***

The local weather forecast till noon to-morrow is:—East winds, moderate; fair.

***

Mr. N. L. Smith resumed duty as Deputy Clerk of Councils, with effect from the 23rd instant.

***

Cheung Shiu-lau (33), a married woman living at 30, Western Street, committed suicide by hanging herself this morning at about 5 o'clock.

***

His Excellency the Governor has appointed Mr. W. W. Hornell, C.I.E., to be a Member of the Board of Education for a period of two years.

***

A Chinese passenger fell overboard from the Yaumati Ferry Man Shun in midstream last evening, and was rescued by a Chinese seaman of a passing launch.

***

Mr. George Harris, a fitter employed at the Kowloon Dock, has reported the theft of money and jewellery to the value of $187 from his residence at 13, Shung Heung Street.

***

It is notified that at the expiration of three months the Ping On Accident Insurance Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

***

The street commencing at the north-west corner of Marine Lot No. 122 running parallel to and between Hennessy Road and Wanchai Road, terminating at the west side of Marine Lot No. 196 is in future to be known as On Lok Lane.

***

Mr. H. L. Pratt, head of the Standard Oil Company of New York, arrived here by the s.s. President Cleveland, accompanied by his wife. They are staying at the residence of Mr. P. W. Parker, manager of the local Socony office.

***

The health bulletin of Eastern Ports for the week ending the 18th inst. gives the following cases of infectious diseases and the deaths therefrom: Plague, Alexandria 3 cases 1 death, Bombay 1 case 1 death, Carnarvon 1 case 1 death. Cholera, Bombay 11 cases 8 deaths, Calcutta 9 cases 4 deaths, Tuticorin 1 case 1 death, Ilo-Ilo 2 deaths, Bangkok 2 cases 1 death, Shanghai 4 cases 2 deaths. Smallpox, Calcutta 2 cases 1 death, Cochin 4 cases, Madras 3 cases, Negapatam 3 cases 2 deaths, Tuticorin 1 case, Penang 2 cases, Shanghai 1 case.

BEVERLEY NICHOLS offers A CHILD'S GUIDE TO DIET.

Q. Mother, may I take a marshmallow now?
A. No; you have already had a sufficient amount of calories.
Q. What do calories do?
A. They provide heat for the body.
Q. If I ate a hundred marshmallows would I get very hot?
A. Your blood would be heated, certainly.
Q. Then if I ate ten thousand marshmallows would I start to boil?
A. Do not be ridiculous.
Q. Then how can you say that calories provide heat for the body?
A. Because . . . how many times have I told you not to blow bubbles in your sterilised milk?

* * *

Q. Need I finish this salad, mother?
A. Yes.
Q. Why?
A. It cleanses the blood.
Q. Is granny's blood very dirty, mother?
A. How dare you say such things.
Q. Because granny doesn't like salads.
A. She belongs to an older generation.
Q. If granny had eaten lots of salads how old would she live to be?
A. Very old indeed.
Q. Did Methuselah eat lots of salads, mother?
A. How should I know?
Q. Did Abraham eat——
A. Stop worrying me.
Q. Mother, there's a slug in the salad.
A. Then remove it.
Q. If I had eaten the slug, would you have let me have a marshmallow?
A. Perhaps.
Q. (*A pause.*) I've eaten it, mother. May I have a marshm——
A. (*Exasperated*) You are very disgusting. And, for the nineteenth time, you are *not* to make pellets of your wholemeal bread.

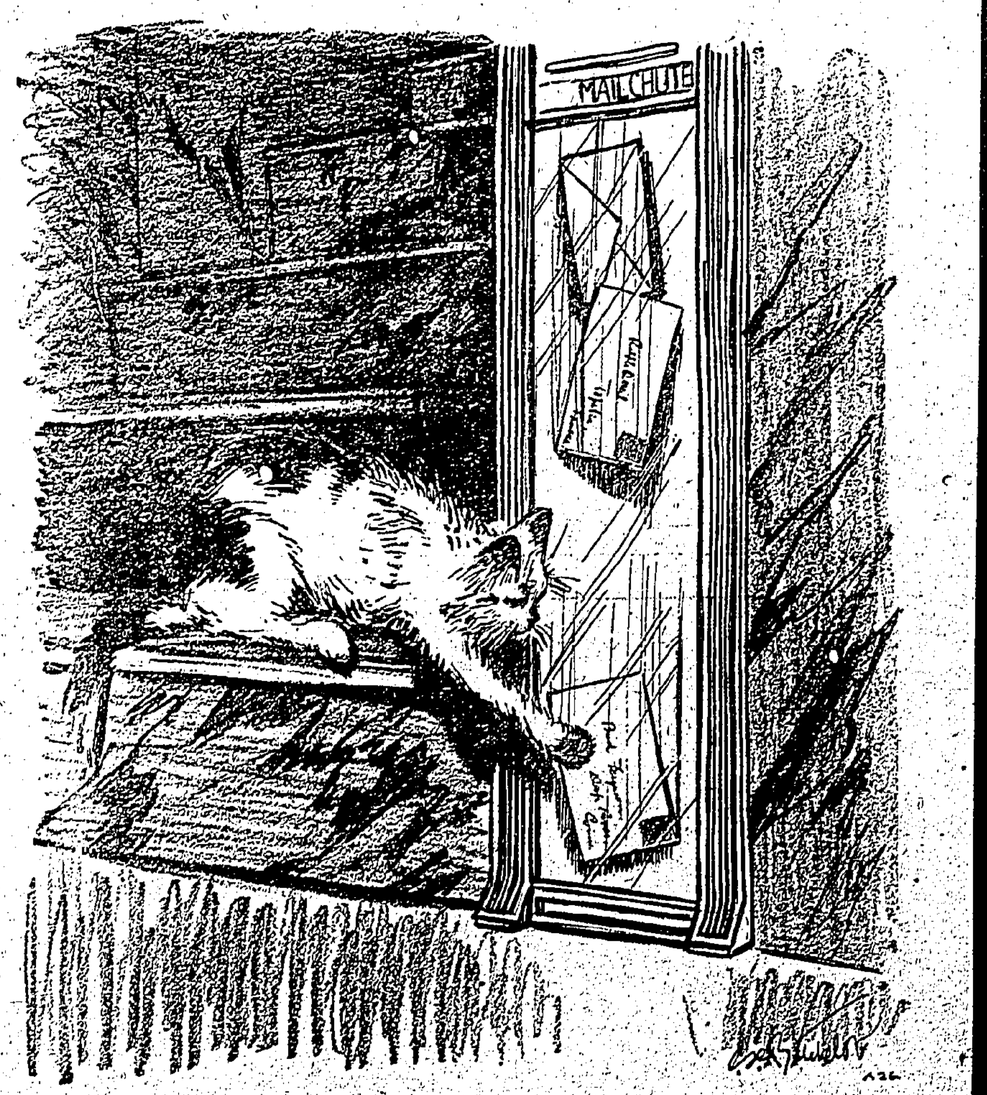
* * *

Q. If granny ate a lot of marshmallows would her blood get very hot?
A. Certainly.
Q. Then why didn't it get hot when she ate a pound yesterday?
A. Because . . . because your grandmother has a remarkable constitution.
Q. Then why did she say it was lucky you were as strong as a horse or Doctor Smythe would have killed you long ago?
A. Granny said *that?*
Q. Yes. And why did she say that if *her* granny had spent all day worrying about proteins the family would have been extinct?
A. Really . . . she——
Q. Yes. And why did she say that if she could only stay alive by eating grass she'd rather die and go straight to——
A. (*Agitatissimo.*) You have spilt your hygienic salt all over my best rug.
Q. Must I eat an apple after lunch, mother?
A. Yes. (*Brightly.*) An apple a day keeps the doctor away.
Q. Do you want to keep Doctor Smythe away?
A. Not if he is necessary.
Q. Does daddy want to keep Dr. Smythe away?
A. (*Sharply.*) Why should he?
Q. Because he said that if an apple a day would do it, he'd eat an orchard.
A. (*Changing the subject hastily.*) Your father eats too much meat.
Q. Aren't there any proteins in meat, mother?
A. Yes. No. I . . . well, that is not the point.
Q. Are there a lot of proteins in the cold yellow things with cherries in them that you always drink when the young man comes to teach you dancing?
A. (*Confused.*) You . . . you should not be so inquisitive.
Q. If there are a lot of proteins in the cold yellow things could I have one instead of finishing the salad, mother?
A. (*Snappily.*) Unless you stop smearing your nut-butter on your jersey, I shall stop your pocket money.
Q. Does Doctor Smythe look after Jackie Brown, mother?
A. (*Shortly.*) Nobody looks after Jackie Brown. He is a young barbarian.
Q. Is that why he eats so many marshmallows?
A. His parents would let him eat anything.
Q. And is that why he won the hundred yards last term?
A. There are exceptions to every rule.
Q. And the quarter and the mile, after eating lots of marshmallows?
A. One day he will die of convulsions.
Q. What are convulsions, mother?
A. They are the result of excess.
Q. Would you have convulsions if you drank six of the cold yel——
A. (*Desperately.*) If you continue to make rabbits of your napkins, I shall send you to bed.

* * *

Q. Shall I have to eat things like this when I'm grown up?
A. If you wish to be well and happy.
Q. Isn't daddy well and happy?

(Continued on Page 7.)



You can't blame a girl for trying.

YOU HAVE THE COURAGE TO INVEST MONEY IN MERCHANDISE - - - - - - - - - - TELL THE PUBLIC ALL ABOUT IT!

In other words—

ADVERTISE IN

"THE HONGKONG TELEGRAPH."

Hongkong Telegraph.

Pictorial Supplement

October 25th, 1930.

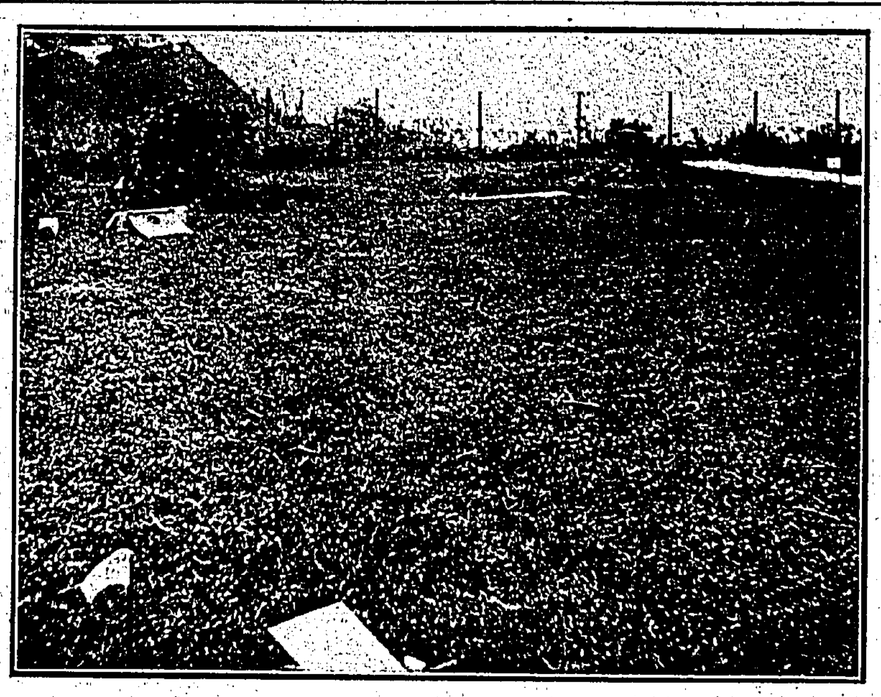
STUDEBAKER

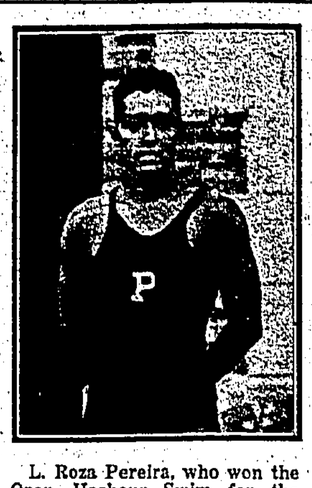
"SIX" 70-horsepower 114-inch wheelbase

It's a POWERFUL car—its 70 horsepower delivers more per pound of weight than any other car in its price field.

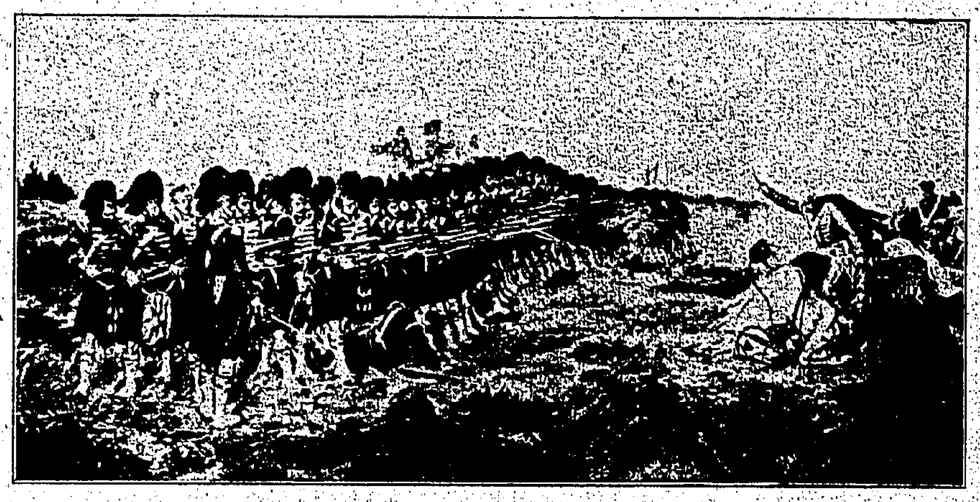
HONGKONG HOTEL GARAGE.

The Hongkong and Shanghai Hotels Ltd.
Incorporated in Hongkong.
25, Queen's Road Central. and at STUBB'S RD.

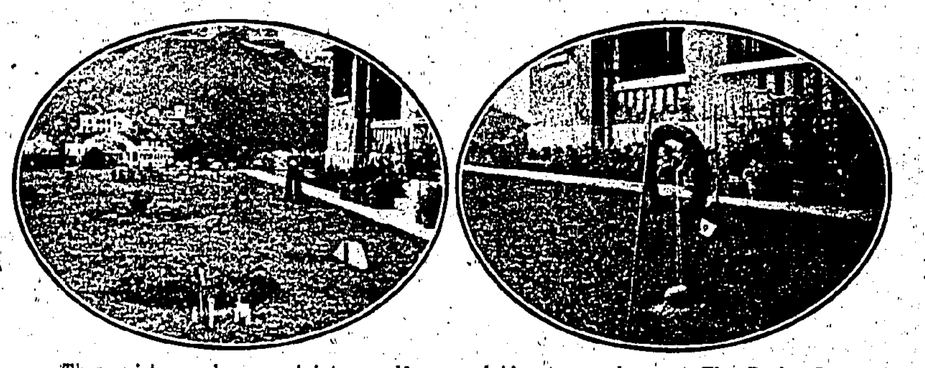




L. Roza Pereira, who won the Open Harbour Swim for the first time last week. He had made several previous efforts and had once come in second. (Photo: Mee Cheung).



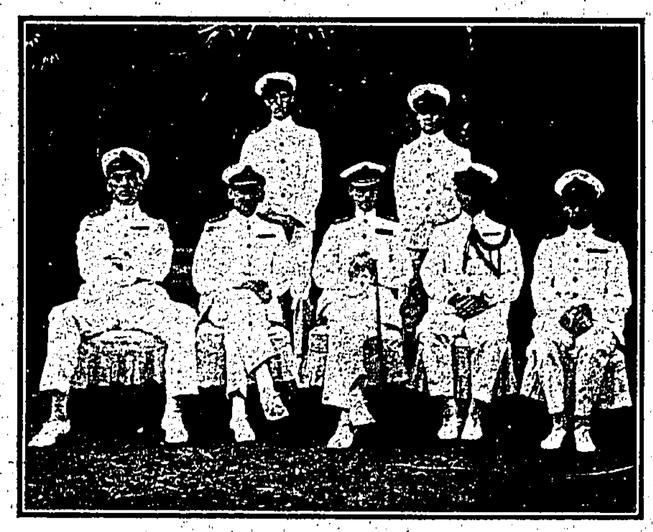
Robert Gibb's famous picture of "The Thin Red Line" representing the stand by the 93rd Highlanders (now the 2nd Bn. The Argyll and Sutherland Highlanders, at present in Hongkong) during the Battle of Balaclava, in 1854, the anniversary of which is to-day, October 25th.



These pictures show a miniature golf course laid out on a lawn at The Peak. In top photograph are seen some of the novel hazards, whilst in the bottom pictures others are indicated, including a disused motor-car tyre which has to be played through, and an inverted half of a pumelo skin just above one of the holes.

Group taken at the recent wedding of Mr. Shum Tai-kai and Miss Tung Wai-yin. The bridegroom is a son of Mr. Shum Pak-ming, the compradore of the Java-China-Japan Line and the Yokohama Specie Bank, whilst the bride is the daughter of Mr. Tung Chung-wai. (Photo: Ming Yuen Studio).

Mr. Shum Tai-kai and his bride are seen in the above picture. (Photo: Ming Yuen Studio).



Rear-Admiral R. A. S. Hill, C.B.E. (seated in centre) with his Staff. He is shortly leaving the Colony for Home. (Photo: Mee Cheung).

Above are seen members of the Hongkong Hotel Football Team. The group was taken recently at Repulse Bay. (Photo: Lee Fong Studio).

This group was taken at the Taikoo Recreation Club on Saturday last, when the lawn bowls season was brought to a close with a match between rinks representing the President (Mr. T. H. R. Shaw) and the Vice-President (Mr. A. R. H. Phillips), in which ladies took part. (Photo: Mee Cheung).

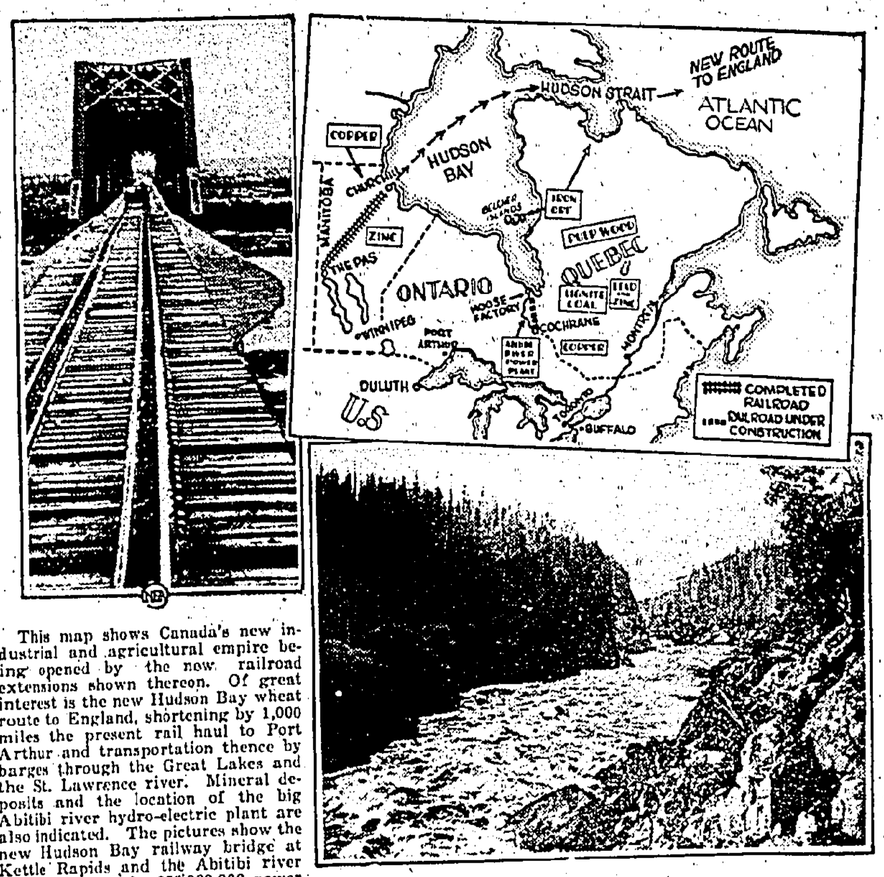
Play is here seen in progress at Taikoo last Saturday, when ladies took part in mixed rink lawn bowls games and gave an excellent account of themselves. (Photo: Mee Cheung).

The Executive Committee of the Anti-Mui-Tsai Society, which holds its annual meeting to-day. Left to right:—Back row: Mr. Lam Woo, Mr. Hung To-fay, Rev. Cheung Man-chiu, Mr. Woo Tee-yung, Dr. Ma Luk, Mr. Wat Lok-hing (Head of Publicity Dept.), Mr. Wong Sum-kan, Rev. Wong Oi-tong, and Dr. L. S. Shin; front row, Mr. J. D. Bush (Hon. English Secy.), Mrs. Yung Yeung Yuk-sin (Hon. Treas.), Mr. Yeung Shiu-chuen (President), Dr. Chau Wai-cheung (Vice-President), Rev. Yung Ting-sang (Vice-President) and Mr. Wong Si-tiu (Hon. Chinese Secy.). Photo by A. Fong.

Group taken after the wedding, at St. John's Cathedral last week, of Capt. A. M. Duncombe Jewell, of the Indo-China S. N. Company, and Miss Gertrude Louise Craik, daughter of Mr. and Mrs. J. R. Craik, formerly of Hongkong. (Photo: Mee Cheung).

CANADA'S INDUSTRIAL GROWTH.

BIG PROJECTS NOW UNDER WAY.



This map shows Canada's new industrial and agricultural empire being opened by the new railroad extensions shown thereon. Of great interest is the new Hudson Bay wheat route to England, shortening by 1,000 miles the present rail haul to Port Arthur and transportation thence by barges through the Great Lakes and the St. Lawrence river. Mineral deposits and the location of the big Abitibi river hydro-electric plant are also indicated. The pictures show the new Hudson Bay railway bridge at Kettle Rapids and the Abitibi river canyon, site of the $23,000,000 power plant.

Canada's vast undeveloped area bordering Hudson Bay to-day offers to railroad vikings and world financiers prospects of wealth like those it once held out to adventurous explorers from the Old World who visioned the bay as the long-sought northwest passage to the fabulous riches of Cathay.

Instead of providing easy access to the Orient's storehouse of silks, spices and jewels it may soon yield an unlimited supply of minerals, lumber, hydro-electric power, fish and furs. For the huge region, once thought of only as the land of Esquimo and made famous by dramatic exploits of the Northwest Mounted police, is on the verge of industrial development.

One railroad line, extending 510 miles north from The Pas, Manitoba, to Churchill on the west coast of Hudson Bay, has just been placed in operation by the Canadian National Railways. Another to run 188 miles northwest from Cochrane to Moose Factory on James' Bay is within 42 miles of completion.

This latter line, being built by the Temiskaming and Northern Ontario Railroad at a cost of $12,000,000 is scheduled to be opened in 1932. It will permit the development of resources of the Moose river basin, an area of several thousand square miles.

Many Natural Resources.

These known resources include valuable deposits of fire clays, several million cords of pulpwood, a recently discovered lignite coal deposit, where more than 100,000,000 tons have already been blocked out, and tremendous water power possibilities.

On one of these Ontario rivers, the Abitibi, a power plant capable of generating 275,000 horsepower is under development at a cost of $23,000,000. This plant will be comparable in size to the U.S. government's $55,000,000 plant at Muscle Sholas, Ala.

The Canadian Department of Interior has announced that in the area tributary to Hudson Bay exists water power exceeding five million horsepower all year and almost twice this amount during the summer.

Great developments are already taking place in the provinces of Manitoba and Saskatchewan, contiguous to the Canadian National's new railroad. In this area is the famous Flin-Flon mine which is said to contain 16,000,000 tons of copper and zinc ore and large deposits of gold and silver.

Large outputs are expected also from the Sherritt-Gordon copper mine in northern Manitoba and from big deposits of iron ore which Canadian geologists report on Belcher Islands in Hudson Bay. Occurrences of lead and zinc have been reported at Lake Mistassini and also on the eastern shores of Hudson Bay. Iron has also been found in quantities on the south shores of Hudson Strait and great deposits of copper ore are believed by government geologists to be located on the west coast.

This summer has witnessed a continual stream of hardy prospectors leaving The Pas and alighting at some point on the new railroad and striking out into the bush in search of new mineral deposits.

New Route to Europe.

One of the greatest assets which the new railroad development may bring to the region is its possible utilization for a new route to export Canadian wheat. Railroad officials predict that 1931 will witness the movement of millions of bushes from the prairies to Hudson Bay by rail and thence to Liverpool by boat.

Such a route offers advantages over the present system of shipping Canadian wheat to Port Arthur and Fort William by rail, thence to Montreal by way of Great Lakes barges and then across the Atlantic. Not only will the water distance from Churchill to Liverpool be more than 1,000 miles shorter than from Port Arthur, but the average rail haul from the wheat belt to Hudson Bay is shorter than to the Lake Superior ports.

The most serious obstacle to the success of the Hudson Bay route is the ice conditions that prevail for several months each year in Hudson Strait. The bay itself however, is open the year around except for shore ice.

The Canadian government has engaged scientists, navigators and engineers to investigate shipping routes and ice conditions. Their preliminary reports indicate that navigation will be feasible at the time of the wheat movement.

The climate of the area is about the same as that of Winnipeg, and many crops can be grown.

Millions Being Spent.

So far Canada has expended about $45,000,000 on the Churchill extension project. The largest item was the actual construction of the railroad at a cost of $31,000,000. Terminal works and harbour development at Churchill have cost $8,000,000.

The town has become a thriving city of about 1,000 people and work is under way on a 2,000,000-bushel grain elevator. An extensive programme of dredging and building of dock facilities has been under way.

The uninhabited area served by the two new railroads will offer great recreation facilities for the fisherman. Practically every lake and stream is teeming with fish.

Commercial potentialities of the salt-water fisheries of Hudson Bay, where sea trout, salmon and tulibee abound are great. Canneries and fish reduction plants are expected to be erected at the termini of each railroad.

Rail Connexions Good.

The James Bay extension will bring Moose Factory harbour to within 24 hours of Toronto by rail via Cochrane. Churchill, likewise, is only a few hours from Winnipeg by rail.

The Toronto Board of Trade is now considering plans of making the opening of the railroad in 1932 an international ceremony. The programme involves formal invitations by the Prime Minister to the governor of each of the eight American states that are on Ontario's southern border to go to Moose Factory by special train and attend the ceremony.

If the plans materialize each governor will drive a gold spike at the terminus of the road. A seaplane race from Hudson Bay to Cleveland would be one of the feature events.

THE ABYSSINIAN CORONATION.

Much Pomp and Ceremony Next Month.

One of the most superb spectacles of pomp and ceremony in modern times will be enacted early in November at Addis Ababa, the capital of Abyssinia, when Ras Tafari is crowned Emperor.

Great Britain, France, Italy, Germany, Japan and the United States are going to make an appropriate fuss over this coronation because they all have important interests to serve in Abyssinia—or Ethiopia, as the Abyssinians call their country. The European powers have had political interests there for many decades, during which the Abyssinians have seemed unconquerable by force. British Somaliland, French Somaliland and Italian Somaliland all border the country.

Big Developments Expected.

Ethiopia is considered on the verge of a great national revival which will open it for exploitation. Outside nations seek the exploiting privileges. France built the railroad to the capital. Britain and France have been interested in other rail or motor roads. There has been considerable excitement since the J. G. White Co. of New York obtained an agreement to survey the proposed $20,000,000 irrigation dam at Lake Tsana, source of the Blue Nile. Americans hope to get the dam contract and other concessions.

America is sending a special ambassador to the coronation, Mr. J. Murray Jacoby, New York banker. His military aide will be General William Harts, one of the most profusely decorated officers in the United States. Charles Lee Cooke, protocols and ceremonials officer of the State Department, will also be there. The American minister resident is Mr. Addison E. Southard, who is keeping the department informed about the ceremonies.

Ras Tafari.

Great Britain will send the Duke of Gloucester, third son of King George. Italy the Duke of Abruzzi of her royal house. Japan, it is said, may send the brother of her Emperor. France, the Marshal Franchet D'Esperey. And the Vatican State will send an emissary, for Abyssinia has been a Christian nation since 330 A.D. even though her people are of the Coptic faith.

Most of these folks will go bearing fine gifts to Ras Tafari, for his is a gift-giving, gift-taking people. From the U. S. Government the Emperor will be getting no more than a large photograph of President Hoover, presumably autographed, and a cablegram of congratulations. But certain American manufacturing corporations, realizing the importance of Ethiopia and its coronation, will provide a big radio set, a large electric refrigerating outfit, an automobile and other gifts.

Costumes in the pageantry and ceremony probably will surpass anything ever done in Africa. Customs both ancient and picturesque will be observed. The feudal rulers of the land still hold umbrellas over their heads on special occasions as emblems of their high office. The Abouna, head of the Coptic church in Ethiopia appointed by the Patriarch at Alexandra, will be an important figure in the great programme of elaborate religious pageantry to be unfolded before the eyes of the foreign missions.

Ras Tafari is said to be a remarkable man. He has subdued all opposition to him and all the little kings of Ethiopia now pay him allegiance. He was regent of the country for many years and is of the line which claims descent from the original King Menelik, who was the offspring of King Solomon and the Queen of Sheba. He follows the Empress Zauditu, or Judith, daughter of the last Emperor, who was put in power when her ruling grandson Yasu turned Mohammedan. She was known as the "Queen of Kings." Ras Tafari played in with Zauditu and got her to name him a king, afterward strongly fortifying his position.

Quelled a Revolt.

Early this year, Zauditu's platonic husband, Ras Gugas Glie, started a revolt against Ras Tafari, who used aeroplanes against him. An aeroplane bomb landed squarely on Gugas and blew him into small pieces. The Queen of Kings died the very next day. Rumours that she had been poisoned were met with dignified denials. Ras Tafari became undisputed ruler under the name of Haile Selelse.

European nations have favoured the diplomatic method of dealing with Ethiopia ever since the Abyssinians wiped up the desert with an Italian army in 1896, killing about 5,000 and capturing other thousands.

Abyssinia is the home of vast numbers of lions and also of many antelope, including the dik-dik, an antelope which hardly ever grows to a weight of more than 10 pounds.

The railroad from the sea to the capital takes about a week to reach Addis Ababa. The train runs in the daytime and parks at night.

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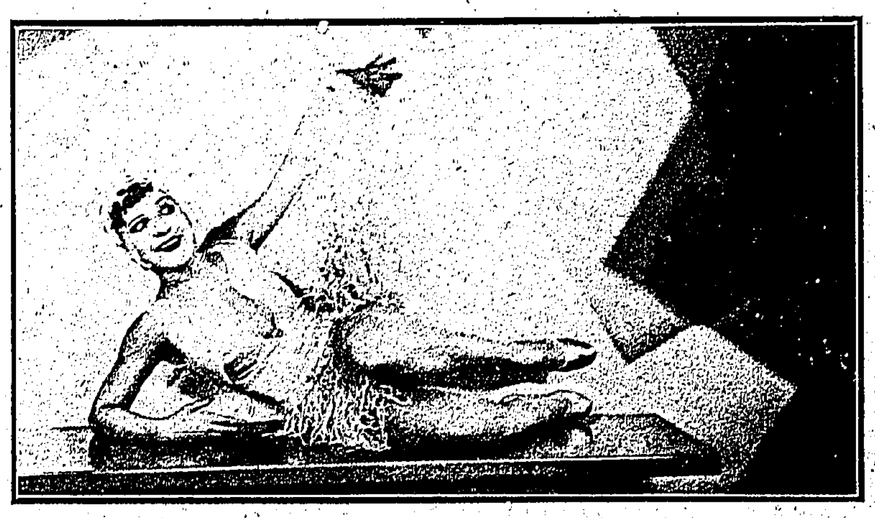
PICTURESQUE QUEBEC FESTIVAL.

Habitant artists, born and bred on the soil of the Province of Quebec, and celebrated artists from cosmopolitan centres of culture rivalled one another in recovering the spirit of old France and old New France at the Quebec Festival of French-Canadian Folk-Songs and Handicrafts, which was held last week-end with headquarters at the Chateau Frontenac.

Among the many delicacies served at this annual banquet of French and French-Canadian culture, were two ballad operas, "A French-Canadian Wedding," and "The Order of Good Cheer," the first depicting a joyous country ceremony of a hundred years ago, and the second being a page from the history of Champlain's first settlement at Port Royal in Acadia, in the early years of the seventeenth century.

The charming folk-songs of old Quebec, of the "voyageurs" and the "coureurs du bois" of the backwoods, were sung by the famous Bytown Troubadours; groups of Quebec and Montreal children performed traditional country dances of old French provinces and of Quebec; and a hundred other entertainments of a varied and delightful nature were provided by noted artists of the Galic race from Canada and other countries as well during the three days of the Festival; while there were constant exhibitions of handicraft work with spinning-wheel and loom by Quebec women, whose tapestries and clothes are famous and sought for all the world over.

A CLEVER CINEMA STAR.



Here is seen Lotti Loder, one of Warner Bros.' smartest and cleverest stars.

Party Clothes

The world is so full of places to go that every wideawake miss or madam should emulate the little boy scout and always be prepared . . . to dress up . . . and always have an abundance of best bib and tucker in readiness

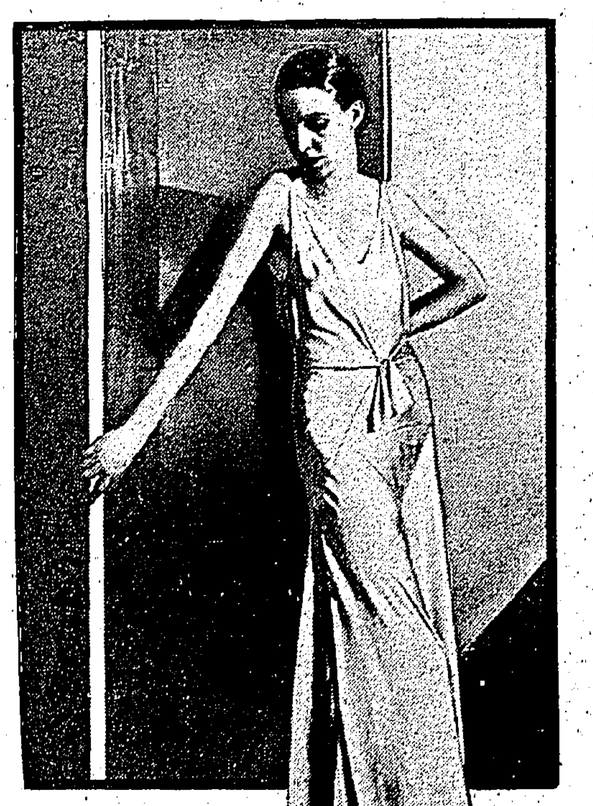
all costumes from Jay Thorpe, N. Y.

I. a flowing party gown of pale pink mousseline de soie, with strass embroidery at the neckline, an unusual girdle, and a veiled underskirt.

II. suitable for wear with the evening gown at the left is this short white fur evening coat showing a new, uneven split hemline.

III. demi-sleeve and even hemline are new on this black velvet gown.

IV. regal yet practical hip length wrap with a new sleeve and a big golden dyed fox fur collar.



V. just the gown for a siren is this supple white satin, cut to emphasize new body lines.

THE party's the thing this autumn. More formality everywhere, more hospitality, more leisure spent socially. It honestly looks as if you might have to multiply your usual party wardrobe by at least two, possibly three.

The type of gown you pick this year is entirely up to you. Of course it must have a 1930 look to it, and there is no question about what has a 1930 look and what dejectedly admits its 1929 vintage. Lines, length and general feeling stamp the new gowns as new.

If you are the kind of frivolous person who lightly flits hither and yon, you might try on some of the ruffled, frilled, flounced or other fancily-conceived tulle or lace frocks. They are youth, romance, daintiness personified.

Most of them have long skirts, whether or not they are frilled, flounced or otherwise decorated. And most of them concentrate their fanciness where an older person could stand it least, right around the hipline. If you are young and slender and dainty, do go in for this type of youthful gown. You, and you alone, can wear it so that both you and it capitalize each other's charm.

If you are a matron, albeit young, you might desire to show the world that there is a bit of the siren about you yet, though married. Supple satin, svelted and sophisticated in its cut and clinging grace, is then your metier.

CHOOSE either light colors or dark. There should be no compromise on this point. Black and white are the outstanding first choices for this type of gown, and I am inclined to think that if you are very young, the all-white costume flaunts both your youth and your sophistication most effectively.

If you are tall and willowy and withal cherish a yen for glamorous romance, perhaps riding a white charger, you can express yourself in one of the new rich lame gowns, cut on medieval lines. This period expresses both build and spirit.

Then, supposing that you are a very dignified matron, one who perhaps was wont to flirt outrageously but desires now to show all former conquests that such things are behind you, your gown should be of black velvet, or of rich red velvet, or perhaps velvet in that regal hue. Velvet, nevertheless. It has just the qualities you want.

Last, but not least, if you are a devoted sportswoman who hates to shed tweeds, even for an impressively formal and lavish dinner dance, you can have a gown in the long pleated or draped lines, of some rather staunch yet dainty material such as faille, flat crepe, gold or silver metal cloth which will establish your sports tastes.

I. A PERFECT costume for the dainty, butterfly little person who suddenly finds herself grown up is a delicate pale pink mousseline de soie gown, clear to the floor all around, with the richest of delicate trim in the form of strass embroidery all around the hips on the slip under the gown and all around the neckline of the gown.

This gown has an unusual girdle arrangement, with big, butterfly bows at the side and across the back of the hipline, giving a quaint and pleasing new version of the old-time bustle. Only you who are young and slender should try it. It might make a sedate person look too sedate!

II. FOR wraps this winter, the longer length is by far the better. Party coats should come at least to the hipline.

A white ermine, which might easily be duplicated in white lapin, uses its skins to give a striped effect that is exquisite. It has a split and curved hemline, which is at the hipline, with the back longer than the front. It curves up again at the closing.

The cuffs are curved and split also, and the collar is a regal shawl affair that can be turned up to hide the ears if the wintry air nips you.

III. IF you are the rather sedate young matron, flaunting your happily settled state, an exceptional choice for you is a fluid black velvet gown with the new demi-sleeve, shown above, in the center.

It has the new Grecian silhouette, with a draped bodice, shirred hipline emphasizing the bloused drapery above, a square neckline and a cape back that is regally lined with silver cloth.

The skirt has fullness below the hipline and is slightly above shoe-tip length. The demi-sleeve is made in one with the bodice, which heightens the effect of the Grecian draperies.

With this, almost any jewels may be worn that give a bit of color. Carnelians, rubies, emeralds, turquoise, matrix. Pearls would be good, too.

IV. THE importance of lame for evening wraps should not be overlooked. Some of these are lined with velvet, others with satin, with a little warm interlining.

The model above, at the right, illustrates how regal such a wrap is, and yet how practical. It is made of exquisite brocade, many soft browns and pinks and greens against gold. It has the new mousquetaire sleeve, with an unusual fullness across the elbow, falling like a flounce to the wrist.

This jacket has the long hiplength which is so good this winter, and an exquisite collar of golden dyed white fox.

V. IF you are the young matron with a bit of the siren in you yet, the gown of your choice might well be the supple white satin gown below, at the left, showing the new body lines, a cut that emphasizes the curves and grace of its wearer.

This gown has an unusual neckline, a wide V, with the narrowest of straps over the shoulder and a very lowback decolletage. There is a pointed V yoke effect of the satin and the hipline is extremely tight, with exaggerated fullness flowing from a low hipline to ankle length all around.

The gown fastens up under the arm, so tight is it through the fitted portion. There is a very narrow belt that ties in a little bow, across the front only.

The plainest of pumps of the same satin are an excellent choice for this outfit, and though you may wear some distinguished jewels, it is quite as effective with none.

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Hongkong Telegraph.

Pictorial Supplement

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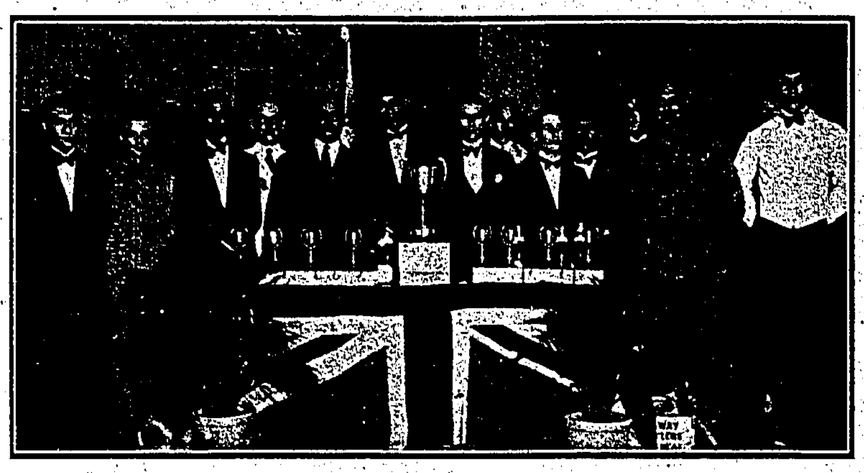


This photograph shows the winning team of the Steel Coulson Billiards League, together with trophies. (Photo: Ming Yuen Studio).

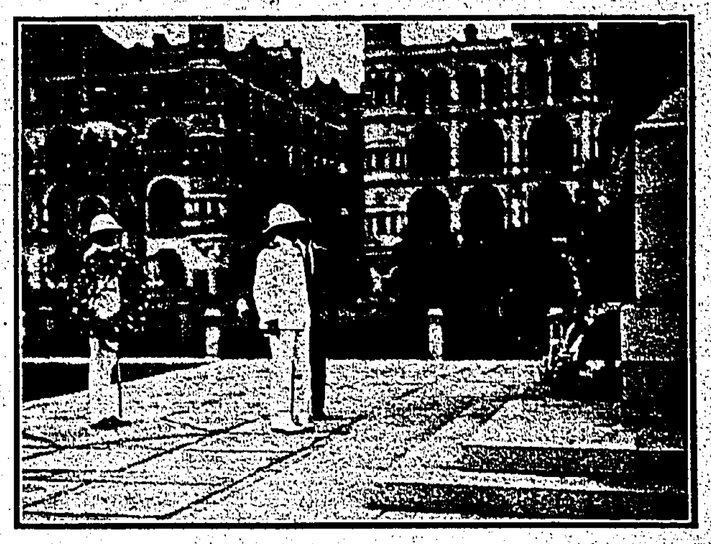
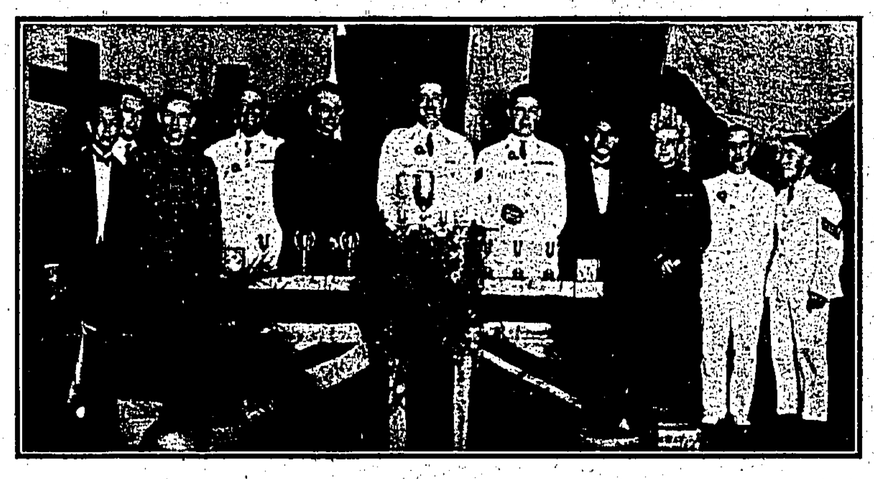


Photo shows Rear-Admiral R. A. S. Hill, Capt. Coltman (A.D.C. to the Governor) and Mr. A. L. Shields (President of the local branch of the Navy League) at the Cenotaph on Nelson Day, when wreaths were placed on the monument. (Photo: Mee Cheung).



Members of the Steel Coulson Billiards League Committee. They are Mr. Remedios, R. S. M. Dyer, R.A.; S/S. Pollard, R.E.; C. S. M. Leigh, S.L.I. (Hon. Sec.), Q. M. S. Peachey, R.E. (President), Mr. Gnr. Haslam, R.A.; S/S. Fields, M.P.S.C.; Mr. Gingam, Sgt. Hodson, R.A.S.C.; C. P. O. Searle, R.N., and Sgt. Harbor, S.L.I. (Photo: Ming Yuen Studio).

The Partridge (Mr. Stanton up) being led in at Kwanti after winning the Autumn Maidens Steeplechase (Photo: Mee Cheung).

Lady Peel distributing the prizes at the Fanling Hunt and Race Club's Meeting at Kwanti last Sunday. (Photo: Mee Cheung).

Target (Mr. Stanton up) being led in after winning the Castle Peak Handicap Steeplechase at Kwanti on Sunday. (Photo: Mee Cheung).

This picture was taken at the dance and distribution of prizes to mark the wind-up of the Steel Coulson Billiards League competition at the R.E. Theatre, Wellington Barracks, last week. (Photo: Ming Yuen Studio).

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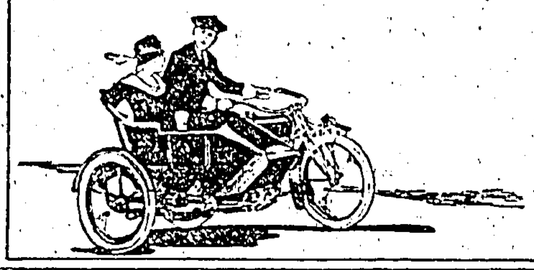
His Excellency the Governor (Sir William Peel) is here seen, in centre of picture, at the Fanling Hunt Steeplechase Meeting on the Kwanti course last Saturday. (Photo: Mee Cheung).

This group was taken on the occasion of the farewell dinner by the Consular Body of Canton to Mr. Douglas Jenkins, Consul-General for the United States. Mr. Jenkins is seen on the left of Mr. J. W. Ballantine, the new U.S. Consul-General, who is wearing black dinner jacket.



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SATURDAY, 25th. OCTOBER, 1930.

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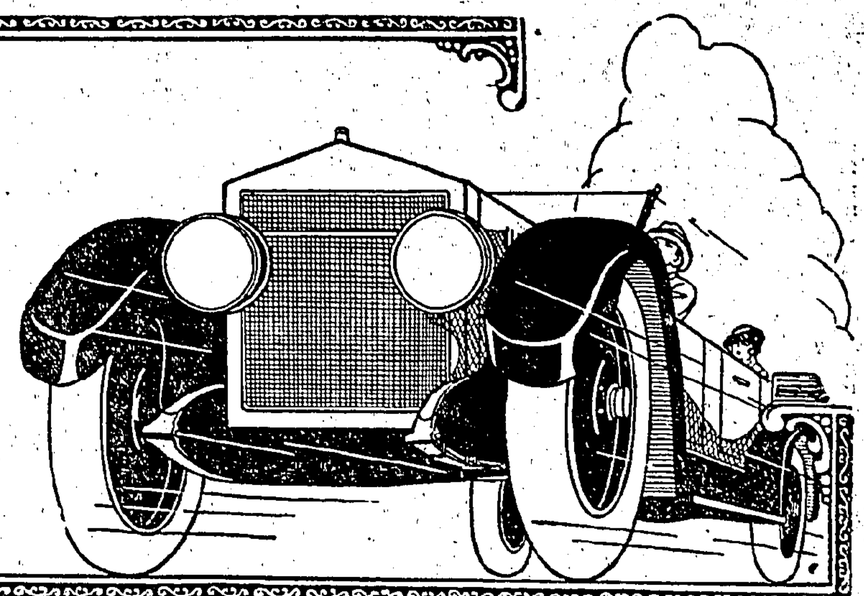

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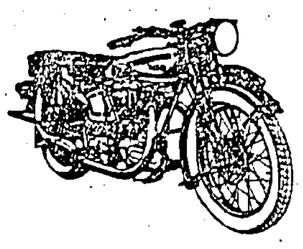

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CURRENT COMMENT

City Parking.

The question of parking private cars in the centre of the city remains a most acute problem, and at certain busy hours, it is frequently impossible to find space, especially in Pedder Street or Chater Road. The major part of the limited space available is undoubtedly taken up by cars which are parked for the greater part of the day, and we would appeal to such motorists to find other space, such as at the City Hall, in Statue Square, or along the Chater Road outside the Cricket Ground. Unless relief is secured, it is most probable that a time limit will be necessary for parking in the heart of the city.

A Dangerous Tree.

The large tree which flourishes at the side of the roadway opposite the Monument at Happy Valley, should be removed. The corner is a particularly busy one, and a great improvement would be effected, giving greater traffic space by cutting down the obstruction.

Number Plates.

We have noticed several cars recently with their number plates almost entirely hidden by bumpers. In these cases, it appears that the bumpers have been fitted as an afterthought, for when part of the equipment of a new vehicle, the prominence of the identification plates is in no way interfered with. The matter is quite an important one, and one motorist at least can thank himself that his bumpers saved him from having his number reported the other night, for a gross infringement of the rule of the road.

P.W.D. Road Hogs.

Instructions should be given to drivers of the heavy solid-tyred P.W.D. vehicles that they shall not exceed the speed limit laid down for them. In all parts of the Colony, these lorries are notoriously famous for speeding, and apart from the danger to other road users, they do cause considerable damage to road surfaces. A large lorry was seen descending the Peak the other afternoon laden with coolies, and travelling at a speed estimated to be well over 20 miles per hour. Whether this was a P.W.D. vehicle or an outside contractor's lorry, we are unable to state, but such a speed with a cumbersome solid-tyred vehicle is most dangerous.

"HIT-RUN."

Why Drivers Do It.

PSYCHOLOGIST'S THEORY.

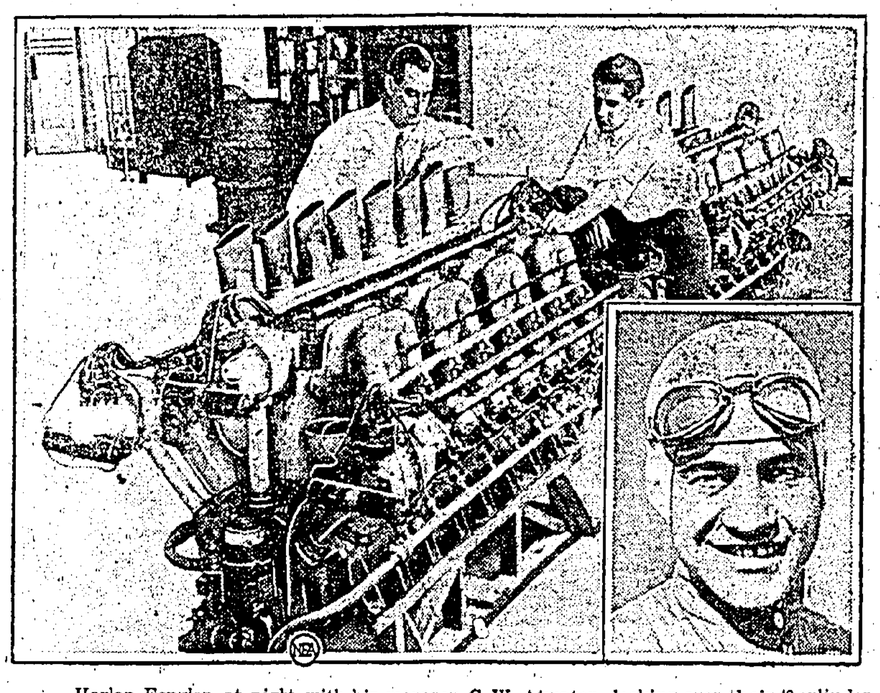
Dr. A. H. Martin, the prominent psychologist, says that a driver might be totally unaware that he has knocked a person down. The excitement of the fraction of a second as the car swoops down on the unlucky pedestrian might induce a mild epileptic fit which numbs the brain of the driver, and he keeps on totally unaware that he has left a badly injured person on the road.

Then, again, it might be just panic. Realising that he may meet trouble in the courts, the driver of a car speeds away from the scene of the accident, his faculties numbed by the horror of the whole thing.

This type of panic does not last very long, Dr. Martin says, and soon the driver realises his mistake. Then he is overcome by another type of panic, and, fearful of the police, makes every effort to cover up his tracks.

Occasionally the police have great difficulty in tracing a hit-run driver.

THE NEXT BID FOR WORLD'S RECORD.



Harlan Fengler, at night, with his manager, C. W. Atwater, looking over their 48-cylinder motor, built to try for the world's speed record at Daytona. Inset shows Peter De Paolo who, with Fengler, may drive the car.

Los Angeles, Sept. 19th.— Harlan Fengler and Peter De Paolo, two of the country's leading auto racers, will make a bid for world speed supremacy at Daytona Beach next summer in a car designed by Harry A. Miller.

The great racer will be powered by two motors of 1200 horsepower each. Miller believes a speed of 300 miles an hour will be attained.

Already the motors are completed and have been test run on blocks. They are massive machines. Each has 24 cylinders and weighs 2000 pounds.

The present world speed record for automobiles was set by the late Major H. O. D. Segrave, of England, at Daytona in 1929. He attained an average over the course and return of 231.36 miles an hour.

Driver Not Decided.

No decision has been reached by the two racing drivers, Fengler and De Paolo, as to which will pilot the car in the speed trials. It appears likely that each will try his hand at it.

Miller's speed creations have been supreme on American tracks for many years.

He was responsible for the introduction of the super-charger and the front-wheel drive in racing. His design for the front-drive is now used commercially. His supercharger, however, is banned from the tracks this year under the new A.A.A restrictions.

De Paolo, cousin of the great Ralph De Palma, is familiar to board and dirt track fans. Fengler, too, has competed at most of the big racing events and won several of them. He won at Kansas City several years ago, setting a record for motors of the size then in use.

All Four Driving Wheels.

Tentatively the new car has been titled "Miss Los Angeles." It will not deviate radically from the accepted designs for high-speed cars. All four wheels will be driving wheels. One motor is to be housed in front and one behind in the plans as they are now.

Each motor consists of three banks of eight cylinders in line, one bank vertical and the other two meeting this in a V-shape at the crankshaft. Each bank of cylinders has its own ignition system and its own super-charger.

Completed, the car will weigh five tons and will be 32 feet in length. Streamlining will be carried out even beyond the bullet-like designs of cars which have completed previously.

It is hoped to have the car finished this December, and the first trials may take place in January, according to Fengler and De Paolo.

AN AMERICAN'S TRIBUTE.

Value of the Automobile Association.

PRAISE FOR ENGLISH ROADS.

London, Sept. 26th.—The roads of England are among the best in the world for automobile travel, reports Robbius B. Stoeckel, commissioner of vehicles of Connecticut.

According to Stoeckel, who recently spent some time in England, courtesy and the Automobile Association are making roads in the British Isles so popular. Courtesy is practiced by all pedestrians, and the automobile organization offers such fine service that only a few motorists in the country don't belong.

"One of the obvious comments an observant person would make repecting English traffic is that it is far advanced in co-operation," Stoeckel recently commented.

"Everybody is a traffic man. It is everybody's business that a car be properly directed and all drivers, pedestrians and even the man seated on his front porch, help by suggestion and direction. Always too, in a kind and matter of fact way.

Warn of Approaching Car.

"A great many times during the tour I recently made, it happened that the driver ahead would indicate that a vehicle was approaching from the opposite direction. Our own driver invariably did the same for following cars.

"In a little town near the south coast a local storekeeper at a sharp turn, seeing us coming and realizing that we had a larger car than ordinary, jumped down into the road, took a look around the corner and gave us a 'go-ahead' signal."

The Automobile Association was of much interest to Stoeckel. The dues are the equivalent of $5 annually. And for this amount members receive everything, from maps to aid in changing tyres on lonely country roads in the dead of night.

A. A. Patrols Roads.

With few exceptions, there are no policemen on the rural roads of England. Taking their places, but with no authority to stop or arrest motorists, are representatives of the A.A. These men patrol a certain section of road and are always on the job in their little cars, motorcycles or bicycles.

They carry repair kits and first aid kits, and each one must be a mechanic, a tyre man, a counsellor and friend. All trouble is handled directly by him if it can be repaired on the spot. If not, he calls headquarters and a man is sent out to tow the car into a garage.

As a counsellor, he advises on routes, legislative supervision and traffic rules.

FREE-WHEELING.

Lessens the Cost of Maintenance.

RESULT OF TESTS.

Approximately $400,000,000 would have been saved motorists of the United States during 1929, if all automobiles had been equipped with free wheeling, according to H. S. Welch, president of the Studebaker Pierce-Arrow Export Corporation. Free Wheeling with positive gear control is a new engineering principle, developed and perfected by Studebaker engineers, and manufactured under Studebaker patents.

"Exhaustive tests show that free wheeling effects a saving of 12 per cent. in petrol and 20 per cent. in oil," Mr. Welch said. Last year, the consumption of gasoline by automobiles in the United States totaled 13,934,330,000 gallons, and consumption of oil 450,000,000 gallons. The amount spent by the American motoring public during the year attained the huge sum of $3,404,077,960, of which free wheeling would have saved $444,489,355.

"The saving of 12 per cent. in petrol and 20 per cent. in oil effected by free wheeling is conservative, and actually increases in proportion to the heaviness of the traffic. The reason for this is that, with free wheeling, car momentum never forces the engine. The instant the foot is lifted off the accelerator, the engine drops to idling speed, while the car continues to glide forward free and unfettered, yet in gear and fully controlled. In consequence, car momentum never forces the engine to pump excess petrol and oil into the cylinders.

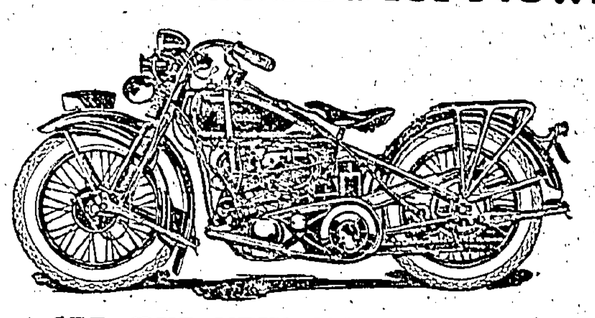
"But not only in fuel and oil does free wheeling effect a saving. A further important saving results from the material reduction in wear and tear on engine, gear box, chassis and tyres due to the elimination of all reversional strains during deceleration. The objectionable 'piling up' sensation experienced in the conventional car when the foot is lifted off the accelerator is completely banished.

"Free wheeling also permits the driver to change gears easily and silently between second and top at any speed without touching the clutch. The clutch is employed only to start and back up. As a result, the necessity of tiresome pedal pushing as well as the fear of gear clashing are gone forever."

ORDER INSURANCE.

Owners or operators of public automobiles in Paris must carry a minimum of $8,000 accident insurance, according to a decree which must be conformed with by October of this year.

1931 "Harley Davidson" Can be Cabled for Now.



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RIBBONS OF STEEL.

At a busy point in London there is a section of steel road, a rigid continuous mesh of steel, filled with concrete, but with the surface of the metal grid exposed to traffic. It is claimed that the surface is non-skid, and will last without repair for at least twice as long as any other form of road surface.

The men who juggle heaps of blocks
And strew them gaily on the path,
And those who pave a road with rocks
Will fume at this and rise in wrath;
But we like smoothness 'neath the wheel,
And welcome in the age of steel.

While plumbers who were wont to tear
A perfect surface into shreds
That they might lay new pipelines there
Will take, grief-stricken, to their beds;
Their coffins will display this seal:
"Defeated by a road of steel."

Though potholes with their bump and bounce
May check the speedster in his stride,
And shake off a superfluous ounce
From those who fatten as they ride,
Far better they should miss a meal
Than we should lack the boon of steel.

Yet, metal highways may not be
A solace to our eager tyres;
For, in this country of the free,
The motor fans some jealous fires;
Someone will scream "The tramway fails"
And use the roads as beds for rails.

"GLASS" THAT BENDS.

Safety for Cars.

FRENCH INVENTION.

Greater safety for cars is promised by a flexible synthetic glass called "Similex," which is being made in France.

It is unsplinterable, non-inflammable, and proof against damp, seawater, and acid. It is made in various colours, thicknesses and degrees of flexibility. Some pieces can be twisted and bent.

The patentees are seeking to evolve Similex with a harder surface than now is possible to provide a substitute for plate-glass in cars. The hardest yet made can be scratched, with difficulty, though the scratches can be removed by buffing.

When boiled, Similex becomes soft, but hardens when cool.

LIMIT LENGTH.

Ohio has a law which limits the length of vehicles on state highways to 30 feet.

MORE BUS PASSENGERS.

According to the National Association of Motor Bus Operators, there has been an increase of 200 per cent. in bus passengers carried in the last seven years.

JUNKED CARS.

About 2,800,000 automobiles were junked in the United States last year. There were 1,825,348 more cars bought during the year than were junked.

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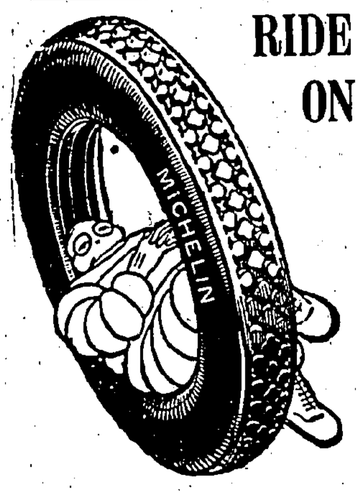

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MICHELIN

DRIVERS' NEW RESPONSIBILITIES.

The Position of Drivers Under the New Act.

Under the new Road Traffic Act the position of the driver is vastly different from that under previous legislation. His responsibility is considerably increased; he is presumed to have a good working knowledge of a most comprehensive and by no means simple Act, and very heavy punishment will fall upon him if he commits any of a long list of offences.

The aim of the authorities in framing the new Act is to render the driving of a motor vehicle a very serious business, and they hope that by tightening up the conditions all round and by providing many stiff penalties they will make every driver concentrate on the task of keeping the law.

Heavy Penalties for Offences.

It is certain, at least, that the way of the law-breaker on the road henceforth will be for him a sad and short affair, for there are sundry offences which disqualify him; others which award him such terms of imprisonment, and others which crush him with such heavy fines that he will, literally, be driven off the road.

Time alone will show whether this policy is right or not. Past experiences prove that very few motor offences are of such a serious nature as to merit being called "criminal." But under the new Act heavy penalties attach even to minor offences. Much will depend on the common sense of the police and the magistrates in working an Act which gives them such great power.

But the motor driver must take no chances in this direction. It will be no use for him to plead ignorance of the law. It is his duty to make himself conversant with it. And not only must he know the law as it stands in the Act, but he must keep in touch with the various Regulations which the Ministry of Transport will issue from time to time. These will be, in effect, additional laws, also carrying penalties.

It is very remarkable that the most important clause in the new Act is taken word for word from the previous Act. The official explanation of this was that the old clause had worked effectively for many years. But an entirely new significance has been given now to "Dangerous Driving," which alters the whole situation. The penalties have been increased very considerably, and they carry with them such a great liability to disqualification that many drivers will run the risk of what almost amounts to permanent disqualification from obtaining a driving licence.

Seriousness of "Dangerous Driving."

This danger is so serious that it requires to be emphasized. For a first offence under this clause a driver may have been on the border line—the very shadowy border line—which lies between "Dangerous Driving" and "Careless Driving." But if he be convicted of the former the case will be almost invariably endorsed on his licence. His next offence of the same nature may be a borderline affair also, but the second offence carries with it the well-nigh certain liability to disqualification.

Thus, there is a cumulative effect about dangerous driving convictions which sooner or later must end in the driver ceasing to be a driver. This would be thoroughly commendable if the Act were a perfect means for eliminating the road hog and the recklessly selfish driver who terrifies, bullies and robs other road users of their right to the road.

But unfortunately the Act does not define what "Dangerous Driving" is and it gives no guidance to the police or magistrates on the matter. On almost every other subject the Act goes into minute detail when laying down the law, but on this vitally essential matter there is no guidance. Possibly the Highway Code (to be issued later) may remedy this defect to some extent.

As the dangerous driving clause stands a policeman or other person is at liberty to form the opinion that a driver within his view is driving "dangerously." If the case comes to court the magistrate or the jury have to weigh up the value of that opinion. The prosecution, of course, must back up its opinion by evidence, but the law leaves it to the magistrate or the jury to determine whether the evidence does or does not make the case one of dangerous driving within the meaning of the Act.

The Clause of the Act.

The clause, therefore, is of supreme importance to every driver, and in order to make its terms more emphatic they are set out by us in the following manner—

If any person drives a motor vehicle on a road recklessly—or at a speed—or in a manner which is dangerous to the public—having regard to all the circumstances of the case—including the nature—condition—and use of the road—and the amount of traffic which is actually at the time—or which might reasonably be expected to be, on the road, he shall be liable . . . .

It will be seen that a number of offences are grouped here, and the words that label them are of a very wide interpretation. There are dangerous driving, reckless driving, driving at a speed and driving in a manner which are dangerous to the public. Note that "public on the road" is not specified. Thus driving can be considered dangerous although no other person is on the road at the moment.

This problematical danger is further noted in the phrase "traffic . . . . which might reasonably be expected to be on the road." The driver is not only up against facts as regards existing traffic, but he, is up against the "reasonable expectations of traffic" formed by some other person. But the person who tries the case is bound to regard "all the circumstances of the case."

Speed Can be Considered Dangerous.

Special attention must be drawn to the fact that although the speed limit is abolished for cars and motorcycles, a driver can be convicted of driving at a speed which is considered by the prosecution to be dangerous to the public. Obviously the court should take into account stopping power here, for a car with bad brakes when travelling 15 miles an hour is actually more dangerous than a car with good brakes which can pull up in less distance at 40 miles an hour.

It is to be hoped that the Ministry of Transport and the Home Office will instruct the police and the magistrates in the practical and common-sense interpretation of this highly important clause, and if the law be administered in that way the careful and considerate driver should have nothing to fear.

The Penalties.

The penalties are so severe that they deserve to be well memorized by every driver. They are:—

First conviction, fine up to £50, or imprisonment up to four months and endorsement of licence.

Second or subsequent conviction, fine up to £100, and, or, imprisonment up to four months, endorsement of licence and possible disqualification, unless for some special reason, such as the lapse of time since previous conviction.

Conviction on indictment (more serious form of case tried before a superior court), imprisonment up to six months, and, or, fine, endorsement of licence and possible disqualification.

Trial by Jury.

One important change in the new Act is that a person charged with dangerous driving may select trial by jury if he wishes. This is a very important safeguard.

As in the past, the first and most certain test of dangerous driving will be accidents. The fundamental purpose of the law is to make the roads safer and to reduce accidents. Very rightly the law will heavily punish drivers who through dangerous or reckless driving injure other people who are using the road in a lawful and sensible manner. But where accidents are complicated through negligence on each side, the driver must not expect to escape. The law goes beyond all that, too, by punishing those driving acts which are liable to cause accident or danger.

In the circumstances every driver should ponder carefully over all the words of the clause, and he should make himself well acquainted with the Highway Code when it is issued. A further precaution would be to join a motoring organization from which he can obtain free legal advice and guidance.

Careless Driving.

If any person drives a motor vehicle on a road without due care and attention, or without reasonable consideration for other persons using the road, he shall be guilty of an offence.

This is a new offence, of which much will be heard. It serves a very useful purpose in that the police have wide powers to teach a useful but not too drastic lesson to drivers who, unless fetched up in time, might fall into the "Dangerous Driving" class.

The punishment for "Careless Driving" is, first offence, fine up to £20; second or subsequent offence, fine up to £50, or imprisonment up to three months.

A conviction for a first or second offence does not entail liability to endorsement of licence or disqualification. But, as the Act is worded, it would appear that the habitual offender would either become liable in this respect or he would be conveniently moved over the borderline and be charged with dangerous driving.

Road Racing.

This is a new offence.

Any person taking part in a race or trial of speed of motor vehicles on a road is liable to imprisonment up to three months, and, or, a fine up to £50, and probable disqualification for twelve months or more.

Driving Off the Road.

This is another new offence.

If without lawful authority a person drives a motor vehicle on to any common land, moor land, or other land of whatsoever description (not being land forming part of a road), or on any "road" which is a bridleway or footway, he shall be liable to a fine up to £5 for the first offence, or up to £10 for second offence.

But it is provided that he may drive on any common land within 15 yards of the road for the purpose of parking the vehicle on such land, although, of course, he must not break the existing law of trespass on any land. He can also drive beyond the 15 yards limit on to common land to save life, extinguish a fire, or deal with other similar emergency.

The general effect of this law is to prevent driving indiscriminately over common lands. It must be read in conjunction with the developments which are likely to take place as to the provision of parking places. But the driver in future should be careful not to drive on to any land off the road unless he has either the owner's permission, or in the case of common land unless he is certain that he is not breaking any by-laws that may exist. No doubt the authorities in charge of such lands will mark out spaces for parking and erect guiding notices. The Act states that it does not confer a right to park a car on any land.

Accidents.

Where a driver is involved in an accident, whereby damage or injury is caused to any person or vehicle, or to "any horse, cattle, ass, mule, sheep, pig, goat or dog," he must stop; and if required by any person having reasonable grounds, give his name and address, and also the name and address of the owner of the vehicle, and the vehicle identification marks. If he does not give his name and address, he must report the accident within twenty-four hours to a police officer, or at a police station.

The Minister of Transport may hold an inquiry into any accident, and an authorized person may inspect the vehicle, and enter premises to do so.

With regard to other points, physical fitness has already been dealt with. The requirements as to the equipment of the car, third-party insurance, licence, and the new Regulations which are to be issued by the Ministry will be dealt with in detail in further articles, which will be continued weekly as very necessary explanations of a complicated Act.—*The Motor.*

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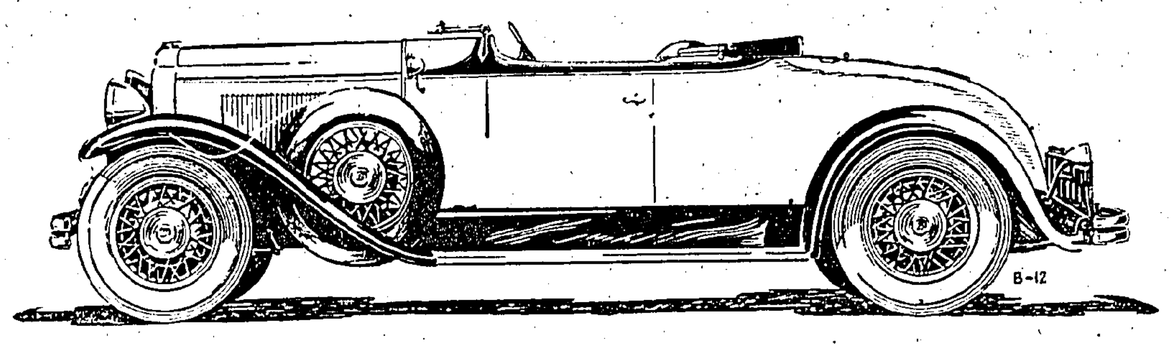
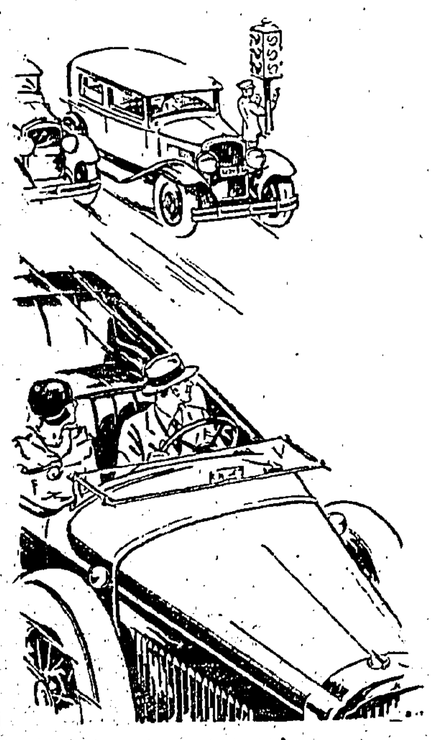


The new Buick offers all those advantages and features which provide the supreme motoring luxury of the highest priced cars—but at less cost!



The new Buick is Buick in quality and value through and through. So eloquently are these things evidenced in Buick products year after year that orders totalling millions of dollars were placed for this new Buick—before the cars were actually available. With such a display of *confidence* in Buick—you, too, can buy the new Buick with every assurance that it will give you the greatest motoring satisfaction you can possibly expect.

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CLEAN AND SHINY.

Hints on Keeping the Car Bright.

The clean and shiny appearence of the automobile gives as much satisfaction to the owner as does the purring motor. Therefore, since pleasure in driving is the essential, it is just as important to keep the car's body clean as it is to have the engine in good shape.

How to do this with the least effort and greatest assurance of its being done right, is explained by G. W. Sherin, an authority on duco and lacquer finishes. The rest of this article is given over to Mr. Sherin.

* * *

"Everyone knows," says Sherin, "that an automobile finish gradually loses its lustre and beauty if it is not polished at regular intervals. Two things take place. First, a thin film of dirt accumulates on the finish and becomes baked there by the sun and engine heat. Second, the finish itself becomes weathered through frequent exposure to the sun, rain, heat and cold.

"Duco and laquer are much more durable than the old paint and varnish finishes. But they don't last forever. They slowly wear out through a microscopic erosion of the surface, releasing tiny pigment particles which were originally put into the finish to colour it."

"When polish is rubbed on a car finish and the cloth becomes stained with the colour of the car, there are simply transferred to the cloth small particles of chalked pigment which are no longer a part of the finish and which should be removed anyway.

"As long as these particles, and the hardened dirt film, cover the finish, there will be no lustre. When, however, the 'traffic film' and chalked pigment are removed, the original colour and lustre of the finish is restored.

There are two ways of prolonging the life of the finish. First, by protecting it from the sun as much as possible. Second by having it waxed.

"Polishing wax excludes the ultra-violet rays of the sun and retards weathering.

"It is best to apply a polishing wax to a car as soon as it is purchased. If, however, this is neglected, wax can always be applied as long as there is a finish on the car.

"But the finish must be thoroughly cleaned beforehand. It is not enough to have the car washed. It must be polished also, to remove chalked pigment and traffic film.

"Apply the polishing wax sparingly and rub it vigorously to develop a good shine. It will probably not produce any higher lustre than was developed with the polish, but it will give a lustre which will last for months—and it will protect the finish as well."

SPEEDY STILL.

Antiques on Brooklands.

An "old crocks" race at Brooklands (Eng.), last month had 39 astonishing entrants. One old car had been a dwelling place for rats for 30 years. Another had housed poultry, while a third had a tree growing through its chassis as it stood in an orchard neglected.

The winner was an 1899 Progress Voiturette which averaged 25.48 m.p.h. Second came an 1898 Vapen, and third a 1900 Cyclon.

Fastest was a 1903 De Dietrich, which lapped the track at 58 m.p.h.

CONGRESS ROAD AID.

More than $526,402,000 of the appropriations made by Congress recently, or nearly 11 per cent. of the total of $4,850,000,000, is to be expended during 1930-31-32-33 for highway construction.

JOIN

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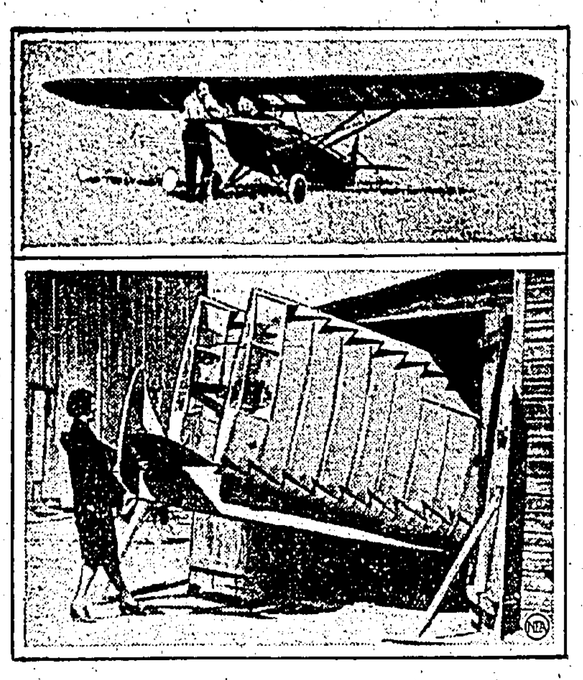
SOLVING HANGAR PROBLEM.



The question of where to house an aeroplane even if you could buy one has been solved by this tiny plane made in Chicago. Its wings can be detached and placed alongside the fuselage, as shown in lower photo. Then it can be parked in any garage large enough for a small automobile.

TAKING TIME.

About 61 per cent. of all passenger automobiles bought in the United States during 1929 were purchased on the installment plan, the average deferred payment being $444 on each car, according to the American Motorists' Association.

MEASURE BUS IMPACT.

Officials of the U.S. Bureau of Public Roads are experimenting with a large bus of interurban type to see what effect the impacts of heavy buses have on a stretch of concrete paving at the Aberdeen Proving Grounds, Aberdeen, Md.

New Marmon Big Eight
—one of Marmon's four new straight-eights

COME TO STRAIGHT-EIGHT HEADQUARTERS

FOR THE ONLY LINE OF FOUR STRAIGHT-EIGHTS IN FOUR PRICE CLASSES

SINCE 1926 Marmon has concentrated on one type of car—the straight-eight—improving it—perfecting it. Marmon invented the Down-Draft Manifold which made the straight-eight really practical, by keeping the end cylinders from being "starved." This year Marmon introduced Double-Dome Combustion which makes the straight-eight smoother, quieter and far more powerful. On the basis of its past and present accomplishments Marmon has attained indisputable straight-eight leadership.

THE CARS—*Four Distinct Price Fields*

The New Marmon Big Eight, the finest product of a company long noted for fine products (16 feet, 10 inches overall).

The New Marmon 879, for the fine car purchaser who would buy conservatively (15 feet, 11 inches overall).

The New Marmon 869, the most advanced, yet time-proved straight-eight for the still more conservative price buyer (15 feet overall).

The New Marmon Model R—the world's only time-proved, moderately-priced eight-cylinder automobile (14 feet, 4 inches overall).

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MARMON

NEW NATIONAL ROAD CONTROL.

Standard Signals and Route Signs.

SIMPLER AND SAFER MOTORING.

The early summer of 1931 is to see the road traffic conditions in Great Britain altered beyond recognition. By that date all the machinery of the new Road Traffic Act will be in operation. Among the changes will be:—

Controlled and regulated services of motor-coaches, with timetables so arranged as to link up with railway and other facilities;

Compulsory road services on unremunerative routes which at present are often neglected;

Shortened hours and fair wages for drives of public vehicles;

New licensing conditions for motor-drivers, who will be required to reach a certain standard of physical fitness;

Compulsory insurance to protect victims of accidents;

Abolition of the speed limit for light motor-cars. (Existing local speed limits will probably disappear at the end of 1931, but may be substituted by new local controls arranged in the interval.)

Standardisation of road signs and traffic signals.

In the following interview with *The Daily Mail* Mr. Herbert Morrison, Minister of Transport, discusses the coming changes and their effect on the public.

Mr. Morrison's Statement.

Out of an almost bewildering tangle of conferences the new order of the road is being evolved.

The new driving licence regulations are in draft, and are being actively considered by motoring and other interested authorities.

The Highway Code, which is to be the motor-driver's guide in future, is mapped out and is to be ready for issue with new driving licences on January 1 next.

"We still hope," Mr. Morrison said, "to have the new driving licence regulations ready by November 1, but they entail the printing of a new application form and a new form of driving licence in great quantities, which have to be distributed all over the country.

"Under the new law every applicant for a licence will have to declare, under substanial penalties, whether he or she has any physical disability.

Eyesight Standard.

"We are laying down, for instance, a minimum standard of eyesight. Government departments have considered the matter, and a conference will be held next week at which we shall have the assistance of the British Medical Association and others in reaching a conclusion.

"The physical standard required of the motorist will also include freedom from liability to fits or other afflictions that would render motor-driving unsafe. We are aiming, of course, at conditions which will make for public safety."

Failure to reach the eyesight standard is to be an absolute bar to the issue of a motor-licence. The onus of proof will be on the motorist, and there is limited machinery for appeal in cases where licences are refused on physical grounds.

The man who has lost a leg or an arm will not be debarred from driving a private vehicle if he can show that he is able to maintain efficient control, and even where a new applicant in this class fails to obtain a full licence he may obtain a provisional licence which will enable him to learn to drive.

Local Speed Limits.

On the subject of speed limits, Mr. Morrison stated that the universal 20-miles per hour speed limit would probably disappear on January 1 next.

"It should be pointed out," he went on, "that there is a provision in the new Act under which existing local speed limits will remain in force for one year longer. That gives time for local and other authorities to consult the Ministry of Transport as to the necessity for the continuance of these controls in individual cases."

Third-party risk insurance will *become compulsory* on January 1 next. That date, the Minister explained, was chosen because the bulk of the motor-vehicle licences are taken out in the first part of the year.

I invited Mr. Morrison to explain the position of a motorist who was refused third-party insurance by a company.

"There will be very few such cases," was the reply. "The companies know that their position, in cases where they refuse the insurance and thus put a man off the road, is very serious.

"They know, too, that any awkwardness on their part—mind you, I have no reason to fear it; they have been extremely, helpful although they were not in favour of the compulsory plan—would be followed by a public outcry that would mean that the State would be forced to intervene.

"Besides, you have to remember that an undewriters' policy can be secured, and that a security bond is also sufficient.

"If you tell me that there are persons who would be refused even this form of cover, then I tell you that it is extremely probable that these are persons who, in the public interest, ought not to be allowed to drive at all.

"The insurance policy is a private contract between the company and the individual. Clearly no Government is in the position to say, 'You shall take such-and-such a risk at such-and-such a price.'"

Code of the Road.

The Road Code, the new official book of rules of the road for the motorist, will be ready with the new car licences on January 1. It is to be compressed into a small booklet which will slip into the pocket, and it will be available to the public at a penny.

"The Code," Mr. Morrison explained, "is permissive; it does not law down penalties, but failure to observe its provisions may affect questions of liability. It will be a simple, clear guide to the use of the road, and it may contain agreed signals and signs which will make for public safety.

"We are aiming at reducing the number of signals and achieving complete standardisation, and we hope to get the provisions of the Code agreed by representatives of the motoring world, the police (the Home Office has already communicated with the chief constables on the subject of signals), cyclists, pedestrians, the trade unions—in fact, everybody concerned.

"The final draft will have to be approved by both Houses of Parliament before it is issued to the public."

Motorists who find the present signposts difficult to read will be interested to learn that that is one of the multifarious questions under consideration by the Department.

Another considerable task is that of condensing present regulations on the construction and use of motor vehicles—they number over forty—into one Order.

Motor-Coaches.

Turning to the new provisions in regard to motor-coaches and omnibuses, Mr. Morrison pointed out that the new Act would evolve order out of present chaos.

"So far as these vehicles are concerned," said the Minister, "we begin by substituting twelve area licensing authorities for the 1,300 which exist at present. It will no longer be possible to say, as can be said at present, that there are areas of the country without any licensing authority at all.

"The area Commissioners will be appointed by the beginning of next year, with some of their officers, and they will then receive applications for the new road service licences which will be required. In future we shall see motor-coaches running to schedule, and in a co-ordinated system linking up the road and rail facilities of the country. High speeds must be checked, and the very long hours of some of the present drivers will be reduced, in the interests of public safety.

"At present London has no control over the motor-coach services. Next year that condition will be altered, and I can see that the control is necessary.

"Applications for service licences ought to be so arranged by April 1 next so as to give us a system that will destroy congestion caused by senseless competition, will supply areas at present neglected with guaranteed services, will give the public safety, and will ensure drivers decent wages and decent hours.

"High motor-coach speed on the road is unnecessary and unsafe. The public must not expect to go as fast by road as they can by rail; the services must be correlated."

WORLD'S HIGHWAYS.

There are 7,800,000 miles of highway in the world, of which 3,016,281 miles are in the United States. Russia is second in road mileage, with 776,172 miles.

SHALL NOT PASS.

Thirty-three states and the District of Columbia specify in their traffic laws that overtaking automobiles on hills or curves where view is obstructed is unlawful.

The Motoring Sensations of the year!

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THE NEW FOUR-CYLINDER MODELS

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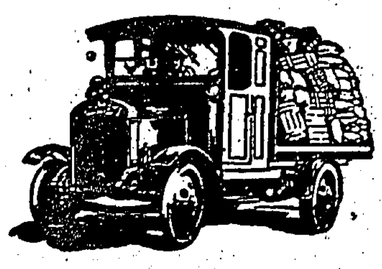

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"THE THIN RED LINE."

FAMOUS ANNIVERSARY OCCURS TO-DAY.

HOW HIGHLAND INFANTRY REPELLED RUSSIANS.

SUCCESSORS HERE.

Seventy-six years ago to-day, in the Crimean War, the Battle of Balaclava was fought. It was noteworthy for a gallant stand by the 93rd Highlanders, who, by musketry fire, drove back an overwhelmingly larger force of Russian cavalry. The 93rd are now the 2nd Bn. The Argyll and Sutherland Highlanders, at present stationed in Hongkong. To-day, in our Pictorial Supplement, we give a reproduction of Robert Gibb's famous painting, "The Thin Red Line," which immortalises the historic incident which won high honours for the Highlanders.

To recall the precise part played by the 93rd Highlanders in the historic battle, it should be explained that, together with the Black Watch and the 79th Cameron Highlanders, it comprised the Highland Brigade which took part in all the principal actions against the Russians in the Crimea War, but that the 93rd was alone engaged in the action at Balaclava which earned for the Battalion the title of "The Thin Red Line" and the battle honour of "Balaclava." The defeat of the Russian cavalry charge by the musketry fire of the 93rd Highlanders, formed in line and unsupported, saved the British post at Balaclava from imminent capture.

Story of Battle.

It is interesting now to recall the despatch sent by Major General Sir Colin Campbell to Major General Escourt, the Adjutant General, on the Battle of Balaclava. At about seven o'clock on the morning of October 25th, 1854, the Russian force debouched into open ground in front of Redoubts Nos. 1, 2 and 3, which were occupied by Turkish infantry and artillery. The enemy's force consisted of eighteen or nineteen battalions of infantry, from thirty to forty guns, and a large body of cavalry.

"The attack," says Sir Colin Campbell, "was made against No. 1 Redoubt by a cloud of skirmishers, supported by eight battalions of infantry and sixteen guns. The Turkish troops in No. 1 resisted as long as they could, and then retired; and they suffered considerable loss in their retreat. This attack was followed by the successive abandonment of Nos. 2, 3 and 4 Redoubts by the Turks, as well as of the other posts held by them in our front. . . . The garrison of these redoubts retired, and some of them formed on the right and some of the left flank of the 93rd Highlanders, which was posted in front of No. 4 Battery, in the village of Kadikoi.

"When the enemy had taken possession of these redoubts, their artillery advanced with a large mass of cavalry, and their guns ranged to the 93rd Highlanders, which, with 100 invalids, under Lieutenant-Colonel Daveney in support, occupied very insufficiently, from the smallness of their numbers, the slightly rising ground in front of No. 4 Battery."

Enemy Routed.

After referring to the enemy's cavalry, Sir Colin Campbell stated that "one body of them, amounting to about 400, turned to their left, separating themselves from those who attacked Lord Lucan's Division, and charged the 93rd Highlanders, who immediately advanced to the crest of the hill, on which they stood and opened their fire, which forced the Russian cavalry to give way and turn to their left; after which they made an attempt to turn the right flank of the 93rd, having observed the flight of the Turks who were placed there. Upon which the Grenadiers of the 93rd, under Captain Ross, were wheeled up to their right, and fired on the enemy which manoeuvre completely discomfited them."

Lord Raglan, writing from Headquarters before Sebastopol three days later said:—"The Commander of the Forces feels deeply indebted to Major-General Sir Colin Campbell for his able and persevering exertions in the action in front of Balaclava on the 25th inst., and he has great pleasure in publishing to the Army the brilliant manner in which the 93rd Highlanders, under his able directions, repulsed the enemy's cavalry. The Major General had such confidence in this distinguished regiment that he was satisfied that it should receive the charge in line, and the result proved that his confidence was not misplaced."

Ready to Die.

In another account of the battle, it is explained that the Turkish outposts were scattered by four Russian squadrons, and Sir Colin Campbell's quick eye perceived that a Russian charge by 1,500 horsemen was about to fall upon the 93rd Highlanders. "Now, men," he exclaimed, "there is no retreat from here. You must die where you stand!" "Ay, ay, Sir Colin," was the grim but ready response, "we'll dae that!" Two deep, the Scotsmen held their ground, awaiting the furious onslaught of the cavalry.

Dr. Russell, the *Times* correspondent, relates how "with breathless suspense everyone awaits the bursting of the wave upon the Gaelic rock. But ere they come within two hundred yards a deadly volley flashes out from the levelled rifle and carries terror into the Russians. They wheel about, open files right and left, and fly back faster than they came. 'Brave Highlanders, well done!' shout the spectators."

These are some of the accounts of the stirring engagement between the Russian cavalry and the Highland infantry so admirably depicted in Gibb's well-known battle-picture of "The Thin Red Line."

"A RIDE OF DEATH."

SEQUEL TO 70-M.P.H. POLICE CHASE OF BANDITS.

A chase by Scotland Yard officers —"a ride of death," in the words of a police witness—through North London after alleged thieves in a motor-car was described at London Sessions recently, when John Egan, 43, Charles Eva, 32, Sidney Freedman, 39, Woolf Freedman, 35, Rebecca Lissner, 44, widow, and Ethel Egan, 43, married woman, were charged with stealing a quantity of silk hose, the property of A. Goldenfeld and Co., Ltd., Whitechapel-road, E. There was an alternative charge of receiving.

Mr. John Moore, prosecuting, stated that goods to the value of about £465 were missing from the premises. Three Flying Squad officers patrolling in a car towards Dalston saw a car similar to the one concerned in the raid. They called on the driver to stop.

The car, which contained two men, accelerated, and then, said counsel, "a mad chase through a number of districts began." Ultimately the police officers managed to board the car, and after a violent struggle it was stopped and Eva and John Egan were arrested.

Traffic Signals Ignored.

In the car were two cases of silk stockings, a cold chisel, and a length of solid rubber. Later the officers searched a house in Listria Park, Stoke Newington. This disclosed a quantity of goods with invoices which had been enclosed by Messrs. Goldenfeld in the packages which had been stolen. In two suitcases a safe-opener, a chain drill, a large jemmy, and a cold chisel were found.

Detective Sergeant Greeno, one of the officers in the police car, stated that the chase was "a ride of death." The car driven by Eva, he alleged, ignored traffic signals to stop, went on the wrong side of obelisks and mounted footways, narrowly missing pedestrians. The police car at one point in the chase was travelling at seventy miles an hour.

The Deputy Chairman, Mr. Cecil Whiteley, K.C., said that there was no evidence against the six persons on the charge of breaking and entering Messrs. Goldenfeld's, and he directed the jury to find them not guilty on that count. The jury found all six prisoners guilty of receiving.

Detective Sergeant Greeno, giving evidence concerning their previous history, said that the people before the court were a dangerous combination of warehouse breakers, motor bandits, and receivers of stolen property.

Egan was sentenced to eighteen months' imprisonment; Eva to nine months' imprisonment; Woolf Freedman and Sidney Freedman to nine months' in the second division, and Ethel Egan and Rebecca Lissner to six months.

A CHILD'S GUIDE TO DIET.

(*Continued from Page 6.*)

A. (*Irritably.*) Your father has the constitution of an ox.
Q. Why did he say that since you took to dieting you'd lost all your pep?
A. I forbid you to use such vulgar words.
Q. And why did he say that it was no wonder you couldn't keep a cook when you gave her nothing to do but chop up grass?
A. Your father does not understand these things.
Q. And why did he say that if you stopped smoking and went to bed early and stopped drinking the cold yel——
A. *Will you be quiet!*
Q. Yes, mother. (*A pause.*) I've finished the salad. Can I have a marshmallow?
A. No. Don't you want to be healthy and live long?
Q. Yes. But, mother——
A. Well?
Q. If Methuselah had eaten a whole lot of marshm——
A. Bother Methuselah.
Q. Yes, mother. May I have a marsh——
A. (*Desperately,*) Take the whole dish. And I hope they give you a pain.

RACING PROSPECTS FOR TO-DAY.

PRESIDENT HALL MAY NOT START.

[By "Ringtail"].

Quite a good card has been arranged for the Ninth Extra Meeting at the Valley this afternoon, with the first race commencing at 2 p.m. From all appearances, fields will be of satisfactory strength.

Ponies are mostly in good form and good racing should be seen, although I do not expect times to be very fast, as the new extension to the course will be open this afternoon, and as it may be still a little soft, it may have some effect on the going.

The Fifth Aggregate Stakes will be finally settled, and it looks as if Zorhan will annex the cup, as he has built up the most points.

There will be six handicap events altogether, and all of these will surely have some distinguished runners included in fair to middling fields.

Whether President Hall will saddle up for the Aggregate Stakes is hard to say, as a rumour is rife that he pulled up lame after his last race.

My selections are:

1st Race.

Windsor Stag
Royal Flush
Pride of Tsingtao

2nd Race.

Mr. Roza's mount
Bridge Hall
Cream Cracker

3rd Race.

Piccy
Tango
Mount Elburz

4th Race.

Nationalist II
Zorhan
Black Beauty

5th Race.

Young Pretender
Marquis Hall
King's Counsel

6th Race.

Misty Eve
Pickle
The Tiger

7th Race.

King's Colour
Peppercorn
Christmas Chimes

8th Race.

Duke of Normandy
Grenadier
Sunning.

MASS PRODUCTION IN INDUSTRY.

CONDEMNED AS TURNING OUT ROBOTS.

Oxford.—"Save your countrymen from being turned into Robots," was the call of Sir Wyndham Deedes to voluntary social workers assembled by the National Council of Social Service here recently.

Sir Wyndham, who has had wide experience as a soldier and an administrator in various parts of the British Empire and in Palestine under the mandate, declared that society is being mechanized. Not only are factories dominated by mass production; the pursuit of leisure is machine made for us by the cinema and the loudspeaker; our individual lives are conducted "according to plan" through the multiplied rules and regulations of the state and the municipality, whose institutions, from their very size, become less humane—and all in the name of efficiency.

Captain Ellis, secretary of the National Council, said that the new housing estates built by municipalities, new communities with no common traditions, were already proving fertile soil for cultural development along noble lines.

Capt. B. S. Townroe, an authority on town planning, spoke of the influence of voluntary effort on slum clearance, the most pressing internal problem of the day. The magnificent effort of the Society of Friends in rebuilding the morale of a mining community in South Wales, which had been broken up by years of unemployment, and the new movement for encouraging the spirit of citizenship among women through "Townswomen's Guilds," contrasted and yet harmonized with a lecture on "The Fine Arts and Social Reform."

A Rhodesian friend of the Salvation Army has contributed £10,000 towards the cost of establishing the new nurses' training school for African natives at the Howard Salvationist Settlement.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

No. 43/30, Hongkong Volunteer Defence Corps Orders by Major H. B. L. Dowbiggin, commanding Hongkong Vounteer Defence Corps.

Parades.

(a). Corps Band.—Parades and special practices will be held as per special circular issued. The next parade will be on Monday, 27th. October, 1930 at Headquarters at 5.30 p.m., sharp.

(b). Battery.—There will be a parade at Gun Club Hill Barracks for the Whole Battery at 5.25 p.m., sharp, on Thursday, October 30th. with the exception of the Signallers who will parade at Headquarters at the same time and date.

(c). Engineer Company.—1. Monday, October 27th. Miniature Range shoot at Headquarters 5.30 p.m.

2. A provisional date, November 9th. has been fixed for a team shoot with the R.E. at the Peak Range. Members are requested to keep this date open.

3. The Winter Training will start in November and there will be D. training at Wellington Barracks on the 2nd. & 4th. Thursdays of each month. The 1st., & 3rd. Thursdays will be set aside for squad drill or other form of training as will appear in weekly orders.

4. Miniature Range shoots will still be held at Headquarters on Mondays.

(d). Corps Signals.—1. Parades for Signal Instruction will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 28th. October and Friday, 31st. October.

2. Parade for Wireless Instruction will be held at Whitfield Barracks, Kowloon, at 5.30 p.m. on Thursday, 30th, October. Dress:— Mufti.

3. Recruits will parade at Corps Headquarters at 5.30 p.m. on Tuesday, 28th. October, for Arms Drill, Belt and Bayonet Bayonet must be worn.

(e). Machine Gun Troop.—1. Thursday, 30th. October. Machine Gun Class parade at Volunteer Headquarters at 5.30 p.m.

2. Riding School Class parade at Riding School at 5.30 p.m.

3. Kennedy Road Range is allotted to the Troop on 30th. instant. Details as to Practices to be fired will be issued later.

(f). Armoured Car Company.—1. Car Section. Parade at Kowloon-Canton Railway Garage at 5.30 p.m. on Monday, 27th. instant for driving instruction.

2. Motor Cycle Section. Parade at Headquarters 5.30 p.m. Monday, 27th. instant for Machine Gun and driving instruction.

(g). Machine Gun Company.—1. Tuesday, 28th. October at Headquarters in Mufti. Fall in at 5.30 p.m. for Platoon Drill Indirect Fire.

Recruits will parade under Sergt. Slattery.

2. Tuesday, 4th. November at Headquarters in Uniform.

Dress:—Drill Order, i.e., Boots Putties, Hose Tops, Shorts, Tunics, Helmets, Belts, Bayonets, Rifles & Slings.

Fall in at 5.45 p.m. for Arms Drill, followed by Platoon Drill Indirect Fire.

This is a Company Parade and every Member is expected to attend.

3. Musketry. There will be a Rifle Meeting at the Peak Range on Sunday, 2nd. November at 9 a.m. for the Inter-Section Cup and Monthly Spoon Shoot.

4. Machine Gun Course, Part I. All Officers and N. C. O's of the Company attend at Stonecutters on Sunday, 9th. November in mufti with belt and pouches to fire this Course. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m.

5. Company Dinner. All members are reminded of the Company Dinner to be held at 7.45 p.m. after the Uniform Parade on Tuesday, 4th. November.

(h). Scottish Company.—1. Parades. Thursday, 30th. October, 1930 for Machine Gun Instruction.

No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.

No. 6 Platoon at Kowloon Dock under Lieut: G. Duncan, M.B.E.

2. Range. No. 6 Platoon will fire M.G. Part II at Stonecutters on Sunday, 26th. October, 1930. Range Officer—Lieut: G. Duncan, M.B.E. Launch will leave Queen's Pier at 8.30 a.m. and Kowloon Police Pier at 8.40 a.m.

No. 7 Platoon will fire this practice on the following Sunday, 2nd. November, 1930.

3. Hallow'een Dinner. Friday, 31st. October, 1930. Members and ex-members of the Company who have not yet signified their intention of attending, are asked to do so without delay, by notifying the Hon: Secretary, Pte. J. Younger, c/o Gibb, Livingston & Co., Ltd.

4. Camp. The Company will attend Camp on the following week-ends commencing:—Friday, 21st. November, 1930, Friday, 12th. December, 1930. All ranks are reminded that attendance at Camp is essential for efficiency, and every effort should be made to attend.

(j). Portuguese Company.—1. The Company will parade on Friday, October 31st. as under:—

No. 9 Platoon at Headquarters for Bayonet Fighting.

No. 10 Platoon at Headquarters for Bayonet Fighting.

No. 11 Platoon at Lecture Room for Attack & Defence.

No. 12 Platoon at Lecture Room for Attack & Defence.

Recruits at Headquarters for Arms & Foot Drill. Dress for Nos. 9 & 10 Platoons & Recruits, Belts & Bayonets and Rifles.

2. Tactical Scheme. The Company will carry out a Tactical Scheme in the vicinity of Fanling on Sunday, October 26th.

Parade at Kowloon Railway Station at 6.20 a.m., sharp, by Platoons and will proceed by the 6.35 a.m. train. Nos. 9, 10, 11 & 12 Platoons will detrain at Fanling Railway Station & 12A Platoon will detrain at Sheung Shui Railway Station.

The Company will return to Kowloon by the train leaving Fanling 2.46 p.m.

3. Lewis Guns. Platoon Sergeants will be responsible for taking over at the Kowloon Station 2 Lewis Guns each and for the return of same.

4. Blank Ammunition. The Company Quartermaster Sergeant will be responsible for the drawing of the necessary Blank Ammunition and rattles for the Company, and for the return of spent cases.

5. Dress. Boots, putties, shorts, shirts, holmets and full equipment, Rifles and Bayonets. Platoon Sergeants will not carry Rifles.

6. Rifles and Bayonets will be drawn on Friday, October 24th.

Machine Gun Part II Results.

The following were the leading scores at Stonecutters on Sunday last, 19th. instant:—

1st. L/Cpl E. L. Groome, Armoured Car Coy., Cycle Sec. 269.

2nd. Pte. P. E. Barker, Armoured Car Coy., Car Sec: 212.

3rd. Cpl. J. V. Ramsay, Armoured Car Coy., Car Sec: 204.

4th. Pte. J. D. A. Hutchison, Armoured Car Coy., Cycle Sec: 196 and L/Cpl. R. J. D. C. Grieve, M. Gun Troop, 196.

The standard of shooting was high and it was not necessary to put back anyone for further instruction, and in addition, only one firer did not reach 1st. Class Gunner's average and he only missed by a very few points.

Range Allotments.

With reference to the Range Allotment programme the following additions etc. are made:—

(a). Serial 35, Stonecutters 26th. October, Scottish Company. Add "3 Members Machine Gun Troop."

(b). Serial 41, Ditto.

(c). Serial 49. For "Machine Gun Troop" read "Scottish Company."

Amendment.

Corps Order No. 42/30/4 dated 16th. instant "from No. 2 Platoon to Headquarters" should read "from No. 2 Platoon to Machine Gun Company Headquarters."

Reversion.

No. 1094 C.Q.M. Sergt. A. Urquhart, No. 1 Platoon, reverts to Sergeant at his own request with effect from 23.10.30.

Transfer.

No. 1094 Sergt. A. Urquhart, No. 1 Platoon, is transferred to No. 2 Platoon with effect from 23.10.30.

No. 1516 Tpr. J. E. Henry, Machine Gun Troop, is transferred to No. 4 Platoon, with effect from 23.10.30 in the rank of Private.

No. 689 Pte. W. F. Kerr, No. 7 Platoon, is transferred to No. 4 Platoon with effect from 23.10.30.

Promotions.

No. 1086 L/Cpl. E. L. Groome, Armoured Car Company, Cycle Section, to be Corporal as from 16.10.30.

No. 1257 Pte. R. W. Sapsed, Armoured Car Company, Cycle Section, to be Lance Corporal as from 16.10.30.

No. 811 Sergt. V. C. Branson, M.C., No. 2 Platoon, is appointed C.Q.M.S. as from 22.10.30.

No. 1528 Pte. A. C. Beck, No. 4 Platoon, to be Lance Corporal as from 22.10.30.

Struck Off the Strength.

Having been dismissed from the Corps.—No. 1498 Pte. H. H. Lasham, No. 3 Platoon, as from 23.10.30.

Having completed 3 years' Service. —No. 736 Pte. E. C. Fincher, No. 2 Platoon, as from 20.10.30.

No. 545 Spr. W. L. Walker, Engineer Company, as from 23.10.30.

No. 836 Spr. J. S. Landolt, Engineer Company, as from 23.10.30.

Having been transferred from the Colony.—No. 1558 Tpr. J. Donaldson, Machine Gun Troop, as from 24.10.30.

Under the Terms of Regulation 5(1) of Volunteer Ordinance. 1920.

No. 1362 Pte. G. A. V. Hall, No. 2 Platoon, as from 7.10.30.

No. 1365 Pte. G. R. Payne, Armoured Car Coy., Cycle Sec: as from 23.10.30.

No. 1414 Tpr. A. C. Braine-Hartnell, Machine Gun Troop as from 15.10.30.

No. 1392 Tpr. J. H. Davy, Machine Gun Troop, as from 23.10.30.

Strength.

The following have been taken on Corps Strength:

Bdm. E. A. Alves, Bdm. G. S. Edward, Bdm. R. G. Laurel, Bdm. A. P. Ozorio, Pte. R. H. Griffiths, Pte. J. S. Lee, Pte. E. A. Walter.

(Sgd.) W. H. G. GOATER, CAPTAIN,
Adjutant, H. K. V. D. C.

NOTICE.

Sergeants' Mess Committee Meeting.—Members of the Sergeants' Mess are requested to send to the Mess President by November 1st., 1930 the name of one representative from each Unit to serve on the Mess Committee.

Only those whose names are so forwarded will be eligible to attend the Mess Committee Meeting.

MR. DON MOE TO PLAY HERE.

ARRIVAL BY PRESIDENT CLEVELAND YESTERDAY.

Mr. Don Moe, the American amateur golfer, arrived in Hongkong yesterday evening on board the President Cleveland and according to arrangements he will be playing with Mr. A. H. Ferguson to-day at Fanling. He is due to leave for Manila this evening and will return on November 2 when he will again appear on the local links.

Mr. Moe, who is making a round trip on the Cleveland, was one of the members of America's Walker Cup team and is one of the most promising young amateurs. At the age of twenty he is the holder of many titles and has taken part with distinction in several major tournaments.

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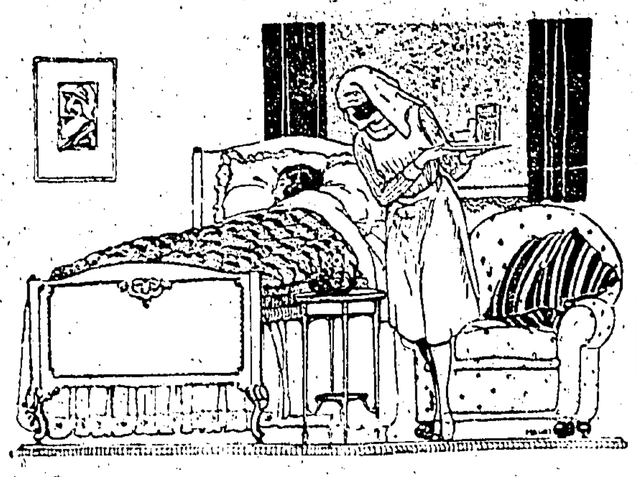

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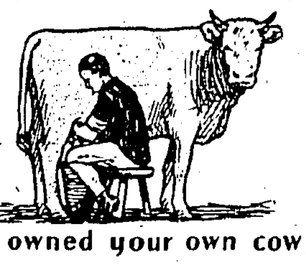

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CINEMA NOTES.

SAM WOOD DIRECTS "IT'S A GREAT LIFE."

"The greatest asset of talking pictures is that they give to the theatre-goer all the increased efficiency of vision which come from the use of opera glasses, while freeing them from the fuss and worry attendant to carrying the clumsy optical devices.

"The close-up in talking pictures gives stiffer competition to the legitimate stage than all the other advantages of the medium put together."

These comments were made by Sam Wood, director of the new Duncan Sisters talking, singing and dancing picture, "It's a Great Life," which is now at the Queen's Theatre.

"Lots of people have missed the real merit of the finest points of a show, merely because it was too much trouble to bring opera glasses," said Wood. "Talking and singing pictures, however, bring you the opera glass close-up without the necessity of focusing, or weighing yourself down with a heavy instrument. Further, you also get a vocal 'close-up' in the talkies which makes it possible for the last row of entertainment seekers to hear the words just as plainly as those who sit in the more expensive front seats.

"However, to discuss the visual side only, let me illustrate by discussing a single number of 'It's a Great Life,' a lovely song by Ballard Macdonald and Dave Dreyer, called 'Following You'. I am willing to take all reasonable bets that this song will go over faster than any other of the many Duncan Sisters' hits. This will be so because the close-ups of the picture will give you the vivid faces of these two great performers at the most important points of the number. You won't have an opportunity to miss anything that will help to put the song over. Think of the difference in a stage show. The poor fellow who is 'too far back' does lose a great deal of such a number."

"The Rogue Song."

"Learn to relax." This is the advice of one of the loveliest women in the world, Catherine Dale Owen.

Miss Owen, proclaimed the most beautiful blonde on the stage, who played the heroine opposite Lawrence Tibbett in Metro-Goldwyn-Mayer's "The Rogue Song," coming to the Queen's Theatre on Sunday, says that this is the one great secrets of woman's charm.

"The modern girl," she says, "indulges in out of door sport, gets tanned, sometimes dances all night, and so is put to far more physical exertion than her mother was.

"But this perpetual-motion style of living is easy, if she learns one secret—relaxation.

"Brief rest periods do it—and an important thing is, when resting, to change to a pair of comfortable house slippers, for the feet stand the brunt of it all. On the set, between scenes, I always slip off my regular pumps and rest in comfortable soft slippers, and a few minutes between periods under the hot lights works wonders."

Miss Owen plays a Russian princess in the new picture, a vivid drama of adventure and love in the Caucasus, directed by Lionel Barrymore. Tibbett, greatest living baritone, plays her lover, a swash-buckling singing bandit chief. He sings a number of special songs in the big production, which was filmed entirely in natural colours. The cast includes Wallace Macdonald, Nance O'Neil, Judith Vosselli, Lionel Belmore, Ullrich Haupt, Burr McIntosh, James Bradbury, Jr., and others.

Laurel and Hardy, Hal Roach comedy team, were borrowed to enact a couple of comedy Cossacks, Tibbett's retainers. They inject comedy relief with a series of side-splitting interludes.

"Lilac Time."

Although he does not appear in a single foot of film, Sidney B. Hickox is one of the unsung heroes of the thrilling air sequence seen in "Lilac Time" First National's big special, now showing at the Majestic Theatre, Kowloon. Colleen Moore is starred in the picture with Gray Cooper appearing opposite her.

Hickox was chief cameraman in charge of twenty men that recorded the spectacular air duels, smashups and "dog fights" that make the film one of the most talked about in history. The intrepid photographer earned the respect and admiration of the entire company by his skill and daring. He obtained several screen thrills that amazed such veterans as George Fitzmaurice, the director, and John McCormick, producer of Miss Moore's pictures.

During the war Hickox was chief photographer in the United States naval air service and upon being discharged turned to movies, where he rose rapidly to the fore.

"Lilac Time" has been called "The most beautiful romance", and centres upon two youngsters. One is Jeannine, portrayed by Miss Moore, a little French girl on whose mother's farm a squadron of young British flyers are quartered. The other is Captain Philip Blythe, a ridiculously youthful pilot in that spectacular and heroic division, the Royal Flying Corps, played by Gary Cooper.

"Journey's End."

The all-talking, screen version of R. C. Sherriff's famous war play, "Journey's End," is the attraction at the Central Theatre beginning today. It is a Tiffany-Gainsborough production, recorded by R.C.A. Photophone, directed by James Whale, supervised by George Pearson and enacted by a cast including Colin Clive, David Manners, Ian Maclaren, Anthony Bushell, Billy Bevan, Jack Pitcairn, Thomas Whiteley, Warner Klinger, Robert A'Dair and Charles Gerrard.

"Journey's End" presents a picture of the France of world war days. It is drawn by a playwright who was in the front line trenches and knew exactly what he was picturing.

The entire action of the play takes place in a dug-out and the 100 yards of No Man's Land that separates the British from the German trenches. It is March, 1918, before St. Quentin. Many German pushes have gone before—a big one is coming soon.

The British lieutenants and soldiers serving under a daredevil of a Captain, Dennis Stanhope, know that Company—their outfit—never will retreat, and that there are no reinforcements in the rear. The Boche drive, therefore means "Taps" for them.

The four days before the attack are shown in the play. The reaction of the strain on the men is the subject of the drama. There is the reckless, yet masterful, Stanhope, drinking, always drinking, getting courage in that way to stay in there and pitch in in the fashion that has kept him in the front lines longer than any other captain in the regiment. There is the kindly "Uncle" Osborne, his second in command; the fat and placid Lieuteant Trotter, with his passion for food; the nerve-shaken Lieutenant Hibbert; the boyish and likeable Raleigh, who has just come over from England: and the cockney cook, Mason.

PING PONG LEAGUE.

RESULTS IN THE MEN'S SINGLES CHAMPIONSHIP.

Three contestants have now entered the 3rd. round of the above tourney as a result of the matches played at the Kowloon Chinese Y.M.C.A., when Lai Pui-lum beat Siu Sui-shing (3 sets to love), Chang Sum-chuen beat Wong Tung-hoi (3 to 0) and Yuen Wah-cheuk beat Ho Chee-keung (3 to 1). In the 2nd. round another successful entry was So Pui-yip who defeated Kum Chan-man (3 to 0).

Two matches will be played off this evening at the Chinese Y.M.C.A., Kowloon, Leung Lin-cheung and Lee Koon-lan meeting Cheng Kwok-wing and Lam Ka-huen respectively. The winners will enter the 3rd. round.

HOCKEY.

TEAMS FOR MONDAY AND TUESDAY.

The following will represent the Hongkong Hockey Club second team against Somerset Light Infantry on Monday, at King's Park at 5.10 p.m.:—A. Borrowman, L. A. R. Duncan, L. F. Nicholson (Captain), H. R. Petre, A. N. Other, M. E. H. G. Mills, H. A. F. Kerrich, S. Fox, S. Wade, W. A. Nowers, E. C. Fincher.

For their match against the Radio Sports at King's Park on Tuesday, at 5 p.m., the Y.M.C.A. will be represented by:—F. Atyeo, G. F. Rees, H. Mundy, G. Mitchell, A. N. Other, A. R. Brown, A. Tate, G. Kearns, F. R. Ashton, W. H. Smith, T. J. Price.

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CENSURE FOR PEDESTRIAN.

NEGLIGENT WHILE WALKING.

A rider, censuring a pedestrian in connexion with the accidental death of a motor-cyclist, was added to the verdict of a coroner's jury at Haslar Hospital, Gosport.

An inquest was held on First-Class Petty Officer George William Punnett, of the Royal Naval Barracks, Portsmouth, who was thrown from his motor-cycle after colliding with Thomas Elford, a Portsmouth electricity worker.

Punnett, it was stated, was proceeding very carefully on his machine, and it was alleged that Elford, not looking where he was going, walked into the motor cyclist, who was picked up unconscious suffering from a fractured skull.

Pedestrian's Duty.

Elford said he did not see Punnett coming.

The jury, however, returning a verdict of accidental death from injuries received when thrown off his machine through the negligence of a pedestrian, expressed the opinion that Elford should be severely censured.

The coroner, Mr. Leonard Warner, said it would always be on Elford's mind that he had been the innocent cause of this man's death.

A good many people, he added, were in the habit of walking across the road without looking to the right or left.

It was as much the duty of a pedestrian, however, to look about him when he was crossing the road to avoid colliding with anything, as it was for a motorist to try and avoid a collision.

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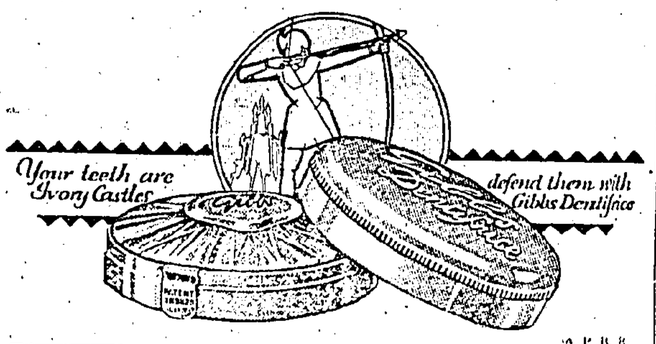

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A TRAVESTY OF CRICKET.

LANCASHIRE'S CONDUCT AT THE OVAL.

By P. F. Warner.

The cricket season of 1930 came to an end with the defeat of Lancashire, the champion county, by the Rest by ten wickets. It was what may be called in schoolboys' slang "a rotten match," for Lancashire's whole demeanour towards it was one of complete indifference; and I hope that the committee of the county club will cause some inquiry to be made as to why their eleven should have taken up this attitude.

Champion County v. The Rest used to be a game in which the county tried its utmost to show that they were worthy of the title, and it is not fair to the public, and most ungenerous towards the charities for which the match was played, for any side to be so idle and slack as Lancashire were on this occasion. Lancashire possess great cricketing traditions, but in this game they forgot those traditions and made a travesty of what is now a fixture of some antiquity.

Investigation Needed.

Are some teams nowadays only interested where points are at stake? In any case it is certain that the majority of people were disgusted at the atmosphere which Lancashire gave to this match, and if professional cricketers are not to give of their best then I cannot see why they should receive the liberal remuneration which is theirs in this fixture. If ever they are champions again Lancashire need not trouble to come down from the North unless the spirit in which they played this match has departed.

That there is something wrong with the organisation of our cricket I am convinced, and I trust that during the winter the question of the championship and of our fixture list will be thoroughly discussed. This last game sends one into winter quarters in a state of depression.

AMATEUR AIRMAN FINED.

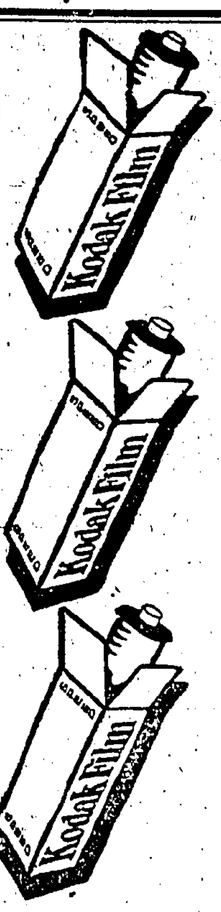
AN UNCERTIFIED MACHINE.

Marlow, Sept. 25.

A fine of £10 for each offence was imposed at Marlow to-day on Hugh Robert Arthur Edwards, an Oxford rowing Blue, on charges of piloting an aeroplane at Marlow on June 1, which had not been certified as airworthy, and also for not carrying a certificate of airworthiness.

Captain Reginald Berkeley gave evidence that in consequence of the low height at which the aeroplane flew on June 1 he took its number and reported the matter to the Air Ministry.

In his defence Edwards said that he paid the Air Ministry for a certificate for the whole year, but they required two modifications to be made to the aeroplane before issuing an air worthiness certificate for the twelve months. They only issued a certificate to March 8. He had the modifications made and reported the matter to the Ministry, but they would not grant a certificate until the aeroplane had been inspected. The machine was perfectly airworthy. It was not his fault that the certificate had not been issued. The Ministry had now issued the certificate, dating back to March 18.



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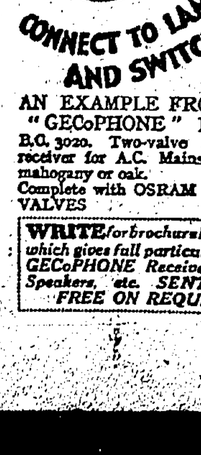

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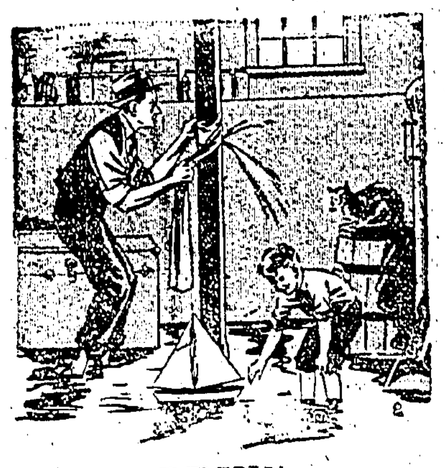

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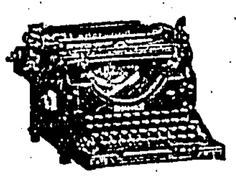

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A Jumble Sale will be held at the City Hall on Wednesday, Nov. 5th at 2 p.m.

Clothing and household goods will be gratefully accepted at the City Hall any Monday or Thursday from 10.30 to 11.30 a.m.

NEW CUNARD SHIPS.

STATEMENT TO THE SHAREHOLDERS.

POLICY OF COMPANY.

The following statement has been issued to the shareholders of the Cunard Steamship Company by the Chairman, Sir Percy E. Bates, Bart.:

As the next ordinary annual meeting of the Company is no less than six months away, and as so much interest and discussion has been raised by the Company's proposals for the building and insurance of a new steamer, I think it well to anticipate the speech that I should ordinarily be making to the shareholders next April and explain now what are the economic factors behind our proposals.

With what is called "The Blue Riband of the Atlantic," the Cunard Company to-day is but indirectly concerned. If it can be obtained it will be a valuable advertising point, but its attainment is merely incidental to a far bigger fact.

For the first time in the history of naval architecture it is a practical proposition to run a weekly service from Southampton via Cherbourg to New York, with two steamers which can pay. Hitherto such a service has required three steamers.

Speed and Size.

The conditions which govern the construction of such a pair of steamers are speed and size. The speed is dictated by the time necessary to perform the journey at all seasons of the year and in both directions, plus the considerations of the number of hours required in port on each side of the Atlantic. The size is dictated by the necessity to make money by providing sufficient saleable passenger accommodation to pay for the speed.

In the opinion of its technical advisers, so far from attempting to construct steamers simply to compete with others in size or speed, the Cunard Company is projecting a pair of steamers which, though they will be very large and fast, are in fact the smallest and slowest which can fulfil properly all the essential economic conditions. To go beyond these conditions would be extravagant; to fall below them would be incompetent, as the Company would be simply leaving to others a direct invitation to compete with it on more economic terms.

Marine Insurance.

Had the Company been projecting costly ships without a real economic basis, it would never have dared to approach his Majesty's Government on the matter of insurance, but in view of the facts described above it had no hesitation in so doing. The thanks of the Company are due to the Government for the sympathetic reception of the proposals as lacking their agreement it would not have been possible to proceed at the present time.

Even before the war a serious problem existed with regard to insurance of the largest class of steamer, and it was only the outbreak of hostilities in August, 1914, that cancelled a mutual insurance scheme which had been entered into by the Cunard Company and some of its competitors, foreign as well as British.

After all, these ships are, and always will be, relatively few in number, and it is not to be wondered at if the Marine Insurance Market should find itself unable to deal with these specialties. At the same time, I would like to express the hope that when the time does come to place the insurance on this ship the expansion of the ordinary Marine Insurance Market may render the Government agreement redundant.

The present position is that the matter of dry-docking at Southampton has still to be settled with the Southern Railway, and negotiations with the builders are actively proceeding with a view to settling the terms of the contract and so far as it possible the final price of the first steamer.

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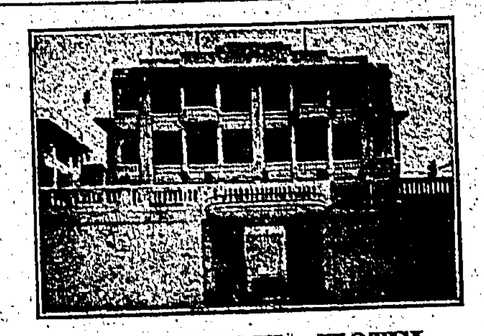

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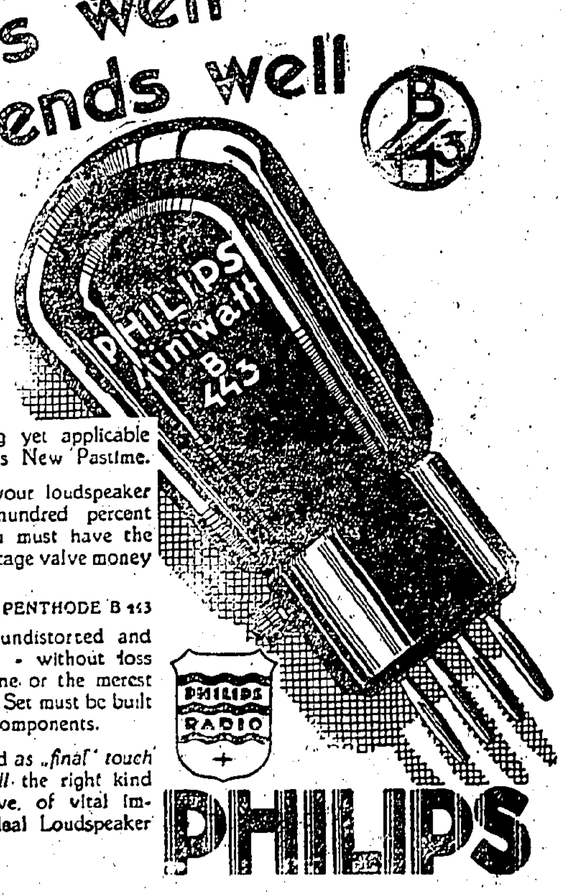

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Heart Hungry

by LAURA LOU BROOKMAN
AUTHOR OF "RASH ROMANCE"

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BEGIN HERE TODAY.

Celia Rogers, lacking one month of being 18 and just out of high school, spends a hot and weary July day looking for a job. Her mother, Magaret Rogers, is a widow, employed as a seamstress in a dress shop. They live in Baltimore. Mrs. Rogers' meagre earnings have been their only source of income since the death of Bob Rogers years before.

Celia is unsuccessful in her search for work because of her lack of commercial experience. She goes home and prepares the evening meal. Mrs. Rogers arrives with a letter which she conceals from her daughter. Barney Shields, who lives nearby, comes to take Celia for a drive and Margaret, left alone, reads the letter.

NOW GO ON WITH THE STORY.
CHAPTER II

Margaret Rogers read the letter through a third time. She sat on the bed in the small, dimly lighted room and bent over the sheet of paper which still trembled slightly as she held it.

She knew every word typed concisely in black on the page of letter head stationery. She knew those words and yet her eyes would not leave them. The entire letter had been seared on her brain since morning when she had first torn open the envelope. It was all just the same with the same hideous meaning.

Certain phases jumped forth. "Better for the girl"—"offer her every advantage"—"in a position to do much"—"consider her welfare." Those were some of them.

The letter fell to Mrs. Rogers' lap and then to the floor. With both hands she gripped the edge of the bed. Fear welled in the great brown eyes, sweeping her other features and contorting her face.

"No!" The cry was partly rebellion, partly a moan. "He shan't have her!"

Harmless enough the manuscript looked, lying there at her feet. It was only a few paragraphs typed on respectable stationery. The letter read:

"My dear Margaret: The subject I am about to broach is one which has been on my mind for several months. You will understand I would not take this action without considering its many angles.

"I refer to Cecilia and your plans for her future. I am willing to take the girl and offer her the advantages of education, foreign travel and a home of established social position. You know, I am sure, that I am in position to do much for her. She will soon be 18. The time has come when her future must be considered.

"I hope that you will consider her welfare first in answering this offer. All of the arrangements I have in mind depend naturally on your decision. As the matter is of the greatest importance to me I hope to hear from you soon.

"Very sincerely, John Mitchell."

Celia Rogers' mother was sobbing now.

"He shan't have her. He shant't!" she cried. "I'll Never give her up!"

Then, because she was both tired and feminine, her head dropped to the pillows and the tears came.

* * *

No one could have been more blissfully unaware of influences about to change her destiny than was Celia. She was leaning far back in her seat in Barney Shields' chummy little roadster, her hair tossed by the night breeze, lips bowed in a smile.

Barney Shields, the young man beside her, stole a quick glance in her direction.

"Swell breeze," said Barney.

Celia agreed.

"Wonderful! Oh Barney, look—!"

They were driving through Druid Hill Park. Lights in the distance glowed and sparkled like many, many necklaces made of balls of fire. Celia pointed to the dazzling vista.

"Isn't it like fairyland?" she asked eagerly. "Don't you think it's beautiful?"

"Yep, but I like the breeze better. Lord, today was so hot I didn't think I'd ever cool off again!"

Lights from other motor cars twinkled in and out of the winding highways. They added to the illusion of unreality. "Like giant fireflies," Celia told herself.

"Have a good day?" she asked.

Barney nodded. He had, to Celia Rogers' way of thinking, the most exciting job in the world. Barney made pictures for a newspaper. He was one of its staff photographers.

That particular afternoon he had been photographing a golf tournament. Hot work, Shields assured the girl, but on the whole satisfactory. He had got as pretty a negative on the hotly contested 26th hole as he'd seen in a good while. Mostly a matter of luck, of course, he added modestly.

"The match? Oh, yes, Dorgan won. Yeah—the match was all right."

Always the pictures were to Barney Shields of prime importance. He might photograph a president, a brutal murder scene or a film star but Barney's interest was alway in the magical little black box that was to take back a "snappy shot" to his city editor. Others of his, calling rated Shields a good man.

For six months Celia Rogers and Shields had been friends. The acquaintance had started shortly after the young man had moved into a rooming house across the street from the Rogers' flat. It was quite unconventional. Celia saw him for the first time one January morning when she was having a distressing encounter with a snow bank. She hadn't expected the snow bank to be there and then all of a sudden there SHE was! Seated unceremoniously in a pile of cold, damp snow floundering and trying to get to her feet.

Of course she thanked the strange young man who helped her rise and collect her scattered books. He was grinning and sympathetic and Celia liked him instantly. It wasn't just the thing to stand and talk, to be sure, but the stranger helped her knock the snow off and who can be strictly proper after a dive into a snow bank?

A week later there were pictures to be made of senior activities at Western high school. Celia was surprised to meet her neighbour of the snow storm incident, introduced as "Mr. Shields of *The Post*."

Shields gave her the most prominent position in the photograph—and rightly too, according to city desk comment later.

* * *

After that Celia said a shy "Hello" when the two met. Before long Barney Shields had met and won the approval of Mrs. Rogers. It was almost impossible not to approve of Barney. He had such thrilling stories to tell about celebrities and exciting events "covered" in his day's work. He knew every one, went everywhere—yet kept his engaging boyishness. That, no doubt, was the quality that convinced Mrs. Rogers the youth was a suitable companion for her daughter.

So Celia had gone to motion picture theatres with the young photographer and for many drives in the little car which was Barney's pride and joy. Barney always explained that the car was a business necessity but the constant care he lavished on its shining green surface and his eager attention to every murmur of its mechanism spoke of the deepest pride.

Celia liked him because she never became tongue-tied or ill at ease, wondering what to say next when she was with Barney. She had other boy friends, met through school acquaintances, but most of them talked only of sports she had never played and places she had never been so that she felt stupid and shy. Barney was different.

He was, furthermore, 23 years old, tall, well set up and endowed with a grin which, though often impertinent, was always friendly. Barney Shields' features were by no means classic. His hair was dark brown and worn slicked back but there were unruly locks which no amount of brushing could keep from flopping over his temple. He had grey eyes which looked out from dark lashes and won your confidence.

Chiefly Shields was a young man who gave the impression of knowing exactly what he was out to get and how to go about it. That, aside from technical knowledge, was his great asset as a photographer.

He knew and sympathized with Celia's efforts to find a job. He had tried to help in that venture, suggesting possible employers. Though nothing had come of these suggestions his encouragement had meant much.

They had passed the park and were driving northward through a suburban district. Both the youth and the girl were bare-headed. Shields drove with one hand on the wheel, the other arm resting casually on the back of the seat.

Overhead the dark sky was studded with starlight. The throbbing hum of the motor was the only sound to cut the stillness. It would be peaceful, Celia thought, and oh, so heavenly restful, to ride on and on like this.

She turned toward Barney and an unruly tendril of her hair that was down-soft touched his cheek. Instantly the girl smiled, pushed the curl back into place.

* * *

Barney did not smile. His eyes were set on the road ahead and neither he nor the girl spoke.

Just to ride on and on like this!

Suddenly Celia was aware of a quickening pulse beat. There was something magical about to-night. It was in the air. She could not understand it but could sense the difference. Never, never had there been a night like this before! Celia was radiantly happy. She drew a deep breath and thought that the very breeze against her cheek was like a caress.

The girl's heart was pounding now. She leaned far back in her seat and felt Barney's arm slip about her shoulders. She let it rest there.

The car plunged on, cutting through the darkness.

They passed a great, bulking limousine and then two smaller cars. After that for a long stretch they had the road to themselves. The whole night had acquired misted loveliness in Celia's eyes.

Abruptly her reverie was shattered. The roadster swerved sharply to the roadside, brakes screeching, and halted.

The next instant Celia was caught in Barney Shield's embrace. His lips were pressed to hers. Barney was kissing her over and over again.

"Celia!" he murmured huskily. "Oh, Celia!"

(To Be Continued).

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Reserve Fund 4,000,000
Reserve Liability of Proprietors .. 3,000,000

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KARACHI	TONGKAH (BHUKET)
KLANG	TSINGTAO
KOBE	YOKOHAMA
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KUALA LUMPUR	

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

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Fengtien (Mukden)	Newchwang	Tientsin
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Hankow	Osaka	Tsinanfu
Harbin	Peking	Tsingtau.
Hongkong	Rangoon	
Honolulu	Rio de Janeiro	

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Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.
Hongkong, 10th September, 1930.

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.
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Paid-Up Capital 24,710,200.00
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(ESTABLISHED 1917.)

Authorised Capital	Straits	$20,000,000.
Issued Capital	"	8,000,000
Paid-up Capital	"	4,000,000
Reserve Liabilities of Shareholders	"	4,000,000
Surplus	"	2,526,000

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Every description of Banking and Exchange business transacted.

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Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	2,500,000
Paid-Up Capital	1,050,000
Reserve Fund and Rest	1,646,506

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Issued and Fully Paid-up	20,000,000
Reserve Funds:—	
Sterling	£6,500,000
Silver	$9,500,000
Reserve Liability of Proprietors ..	$20,000,000

HEAD OFFICE: HONGKONG.
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HAIPHONG	RANGOON
HAMBURG	SAIGON
HANKOW	SAN FRANCISCO
HARBIN	SHANGHAI
HONGKEW	SINGAPORE
ILOILO	SOURABAYA
IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 16th July, 1930.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN,
Chief Manager.
Hongkong, 16th July, 1930.

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HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits ..... U.S.$242,978,148

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ARGENTINE	LONDON
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COLOMBIA	PORTO RICO
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F. McD. COURTNEY,
Manager.
Hongkong, 7th May, 1930.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ N.V.

(Netherlands Trading Society.)

BANKERS.

ESTABLISHED 1914.
Hongkong Office: 11, Queen's Road, Central.
Authorised Capital .....Guilders 150,000,000.- (£12,500,000.)
Paid-Up Capital .....Guilders 80,030,000.- (£6,669,178.)
Reserve Fund .....Guilders 40,015,000.- (£3,334,585.)

Head Office:—AMSTERDAM*
Eastern Head Office:—BATAVIA.
BRANCHES:—Bandjermasin Bandoeng*, Bombay, Calcutta, Cheribon, Jeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang Pekalongan, Pemane, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Welteyreden*.

* These offices have safe deposit boxes to let.
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BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.
A. STOKKINK,
Acting Manager.
Hongkong, 28th May, 1929.

THE BANK OF CANTON, LIMITED.

ESTABLISHED 1912.

Head Office:—Hongkong.

Authorised Capital	$12,000,000
Paid-Up Fund	8,868,406
Reserve Fund	1,000,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

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LOOK POONG SHAN,
Chief Manager.
Hongkong, 18th February, 1926.

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"DEMODOCUS"	4th Dec	Havre, Liverpool & Glasgow

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via Kobe & Yokohama

"TYNDAREUS"	8th Nov.	For Victoria, Van'ver & Seattle
"PROTESILAUS"	27th Nov.	For Victoria, Van'ver & Seattle

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TRAGIC DEATH OF AN UNKNOWN PAUPER.

STRUCK DOWN BY CAR AT WANCHAI.

An unknown Chinese, of whom the Police knew nothing except that enquiries have revealed him to be a pauper who slept in the streets, was the subject of a Coroner's inquest, held by Mr. Lindsell, at the Central Magistracy yesterday afternoon. The man was knocked down by Mr. C. H. Goetz's car in Hennessey Road on September 30 last, suffering injuries from which he expired 17 days later at the Government Civil Hospital, without recovering full consciousness.

Mr. Goetz told the Coroner that it was raining heavily that morning when he took his car along Hennessey Road, going in a westerly direction. Near the Fire Station at Wanchai, he encountered a lorry which was on the wrong side of the road, approaching from the other direction.

As he passed the lorry, he felt two bumps on his left front side, and for the first time saw a man stretched out on the ground bleeding from injuries to the head and arms.

Witness said he was not proceeding at more than 15 miles at the most, and his car was in perfect working order. He thought that the man who was knocked down had come out on the roadway from the direction of a public latrine on his left.

Identity Unknown.

An amah in Mr. Goetz's employ stated that she saw the man run into the middle of their car. As he ran he had one arm across his forehead.

Dr. G. H. Thomas, medical officer at the Government Civil Hospital, described the injuries from which the man was suffering when he was admitted into the institution. The patient died on October 16.

Sergeant Baker, who took charge of the case after receiving a report of the accident at the Wanchai Police Station, stated that a description and photograph of the man had been circulated at the various Police Stations without result. From his appearance, witness thought the deceased was a mendicant.

A Chinese detective also said he had ascertained that the man usually slept on the pavement outside a house in Hennessey Road.

The jury returned a verdict of "death by misadventure," attaching no blame whatever to the driver of the car.

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No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 31st October, 1930 at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 30th October, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 4th November, 1930 or they will not be recognised.

No Fire Insurance will be effected, Bills of Lading will be countersigned by,

JOHN MANNERS & CO., LTD.,
Agents.

Hongkong 24th October, 1930.

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BEST QUALITY

Nanking, Oct. 24.

Mr. Huang Han-liang, a prominent Shanghai banker, has been appointed Vice-Minister of Railways, in succession to Mr. Lee Chao-hwan, resigned.—*Reuter.*

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To San Francisco & Los Angeles		To Seattle & Victoria	
Fortnightly sailings on Tuesdays		Fortnightly sailings on Tuesdays	
Pr. Cleveland	T. Nov. 4, 8 a.m.	Pres. Lincoln	Tues., Oct. 28, 2 a.m.
Pres. Pierce	...Tues., Nov. 18	Pres. Madison	...Tues., Nov. 11
Pres. Taft	...Tues., Dec. 2	Pres. Jackson	...Tues., Nov. 25

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Pre. Garfield	Sun., Nov. 30, 8 a.m	Pr. Harrison	Sun., Jan. 11, 8 a.m.

To Manila

Pres. Cleveland	...Oct. 25, 6 p.m.	Pres. Pierce	...Nov. 8, 6 p.m.
Pres. Wilson	...Nov. 2, 8 a.m.	Pres. Van Buren	Nov. 16, 8 a.m.
Pres. Madison	....Nov. 4, 6 p.m.	Pres. Jackson	...Nov. 18, 6 a.m.

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	Waishing	Wed. 29th Oct at	7 a.m.
	Chaksang	Sun 2nd Nov at	7 a.m.
	Fooshing	Wed. 5th Nov at	7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Namsang	Tues. 28th Oct at	3 p.m.
	Kutsang	Fri 7th Nov at	3 p.m.
	Hosang	Satur 15th Nov at	3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Yuensang	Wed 5th Nov at	7 a.m.
TO OSAKA via AMOY & KOBE	Hosang	Sun 26th Oct at	7 a.m.
	Kumsang	Wed 19th Nov at	7 a.m.
TO SANDAKAN	Mausang	Sun. 2nd Nov at	3 p.m.
	Hinsang	Satur. 15th Nov at	3 p.m.
TO TIENTSIN via SWATOW & FOOCHOW	Chipshing	Fri. 31st Oct at	7 a.m.

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PORTHOS	28th	Oct.
CHENONCEAUX	11th	Nov.
ATHOS II	25th	Nov.
D'ARTAGNAN	9th	Dec.
ANGERS	23rd	Dec.
SPHINX	6th Jan.	1931.
G. METZINGER	20th	Jan.
ANDRE LEBON	3rd	Feb.

To YOKOHAMA via Shanghai & Kobe.

ATHOS II	27th	Oct.
D'ARTAGNAN	11th	Nov.
ANGERS	25th	Nov.
SPHINX	9th	Dec.
G. METZINGER	23rd	Dec.
ANDRE LEBON	6 Jan.	1931.
PORTHOS	20th	Jan.
CHENONCEAUX	3rd	Feb.

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M.V. "TWEEDBANK"	4th December

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S.S. "TINHOW" ... ... 20th November

Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Monbassa, Kilindini, Port Nolloth, Luderiz Bay, Walvis Bay and Madagascar.

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Asama Maru ... ... Thursday, 20th Nov.
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Hikawa Maru ... ... Wednesday, 3rd Dec.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Suwa Maru ... ... Saturday, 1st Nov. at 11 a.m.
Fushimi Maru ... ... Saturday, 15th Nov.
SYDNEY & MELBOURNE via Manila & Ports.
Kitano Maru ... ... Tuesday, 18th Nov.
Atsuta Maru ... ... Tuesday, 23rd Dec.
BOMBAY via Singapore, Panang & Colombo.
†Tottori Maru ... ... Monday, 27th Oct.
†Yamagata Maru ... ... Thursday, 30th Oct.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru ... ... Thursday, 20th Nov.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Wakasa Maru ... ... Tuesday, 18th Nov.
NEW YORK, BOSTON via Panama.
†Tsuyama Maru ... ... Sunday, 9th Nov.
†Asuka Maru ... ... Tuesday, 25th Nov.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
†Toyooka Maru ... ... Thursday, 13th Nov.
CALCUTTA via Singapore, Penang & Rangoon.
†Rangoon Maru ... ... Wednesday, 29th Oct
†Nagato Maru ... ... Saturday, 8th Nov.
SHANGHAI, KOBE & YOKOHAMA.
Kaga Maru ... ... Tuesday, 28th Oct.
Hakodate Maru ... ... Wednesday, 29th Oct.
Hakusan Maru ... ... Friday, 31st Oct

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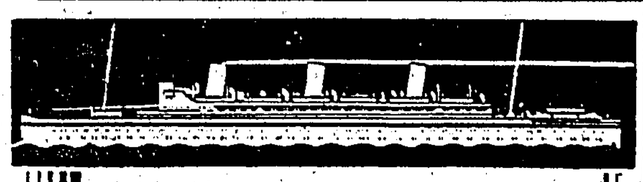

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BIG ANTI-FOREIGN CAMPAIGN.

DELIBERATE POLICY OF THE "REDS."

Shanghai, Oct. 24.

Bishop Mignani, recently captured by bandits and then released to convey demands for ransom, with the French Father De Jenlis, from Kianfu, arrived here this morning.

Bishop Mignani is recuperating, and could not be interviewed. Father De Jenlis told Reuter's correspondent that Kianfu, a wealthy city of sixty thousand inhabitants normally, had been swelled to a hundred thousand by refugees. It was captured at dawn on October 4 after a fight with the garrison, which fled northwards.

"Little" Peasant Soviets, the terror of the countryside, inaugurated a reign of terror and looting, in which Father De Jenlis estimated that a thousand people were killed, including two Chinese Catholic Fathers. On the arrival later of the "Red" leaders with 20,000 "Red" troops, order was restored, the civil officials and "Red" police setting up a properly organised "Red" Government.

The priests and sisters of charity took refuge in the houses of Chinese Christians, of whom there are two thousand at Kianfu, but Bishop Mignani was captured on October 5, bound and beaten with iron rods. Others were rounded up in the next few days. The foreign sisters were sent across the river to nurse four hundred wounded "Reds," and Bishop Mignani and Father De Jenlis, with "Red" passports, were ordered to proceed to Kiukiang on October 15 to negotiate a ransom for the remainder.

The "Reds" said they would collect the ransom at Kiukiang in a fortnight.

Father De Jenlis estimates that at least half of Kiangsi's twenty-five million inhabitants are, willy nilly, "Reds." The "Red" leaders have expressed enmity towards Britons and Americans, alleging that they are supporting Chiang Kai-shek. They are milder towards other nationalities, but are strongly anti-Christian.

Anti-Foreign Movement.

The Foreign Minister, Dr. C. T. Wang, in an interview by Reuter, stated that all the information at his disposal showed that the Communists in Central China were seeking out and attacking foreigners, particularly missionaries, in a deliberate effort to embroil the National Government with the foreign Powers.

He said he had requested diplomatic representatives more than once to advise their nationals to leave the danger points, adding that he admired the courage, but not the wisdom of missionaries remaining at their places, where the very disturbed conditions rendered it impossible for them to carry on their labours.

The Foreign Minister remarked that the "Red" movement was well co-ordinated and well equipped, necessitating a military campaign and the employment of large bodies of troops for its suppression.—*Reuter.*

The Bandit Menace.

Nanking, Oct. 24.

It is officially reported that six hundred bandits attacked Fenghua yesterday, but were beaten off by the local Government forces, and escaped to the neighbouring mountains.

Seven bandits were killed and one was captured.—*Reuter.*

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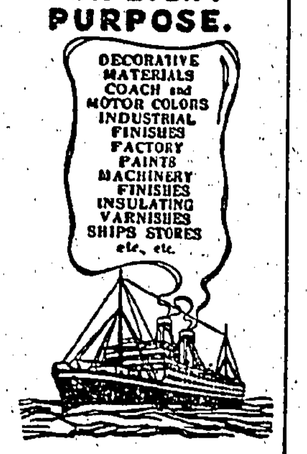

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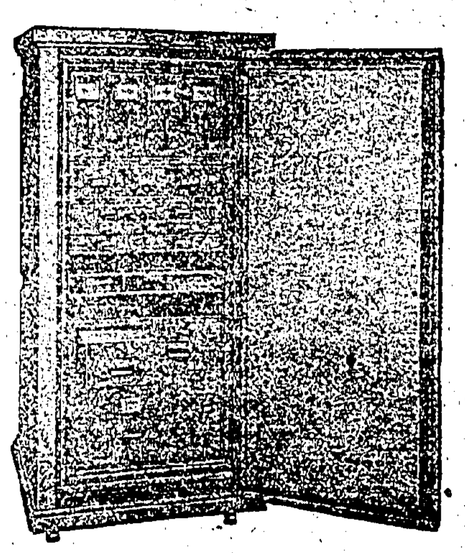

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CHINESE CHRISTIANS PLEASED.

GRATIFIED AT CHIANG'S CONVERSION.

Shanghai, Oct. 24.

Pastor Kuang, who baptised Marshal Chiang Kai-shek, interviewed by Reuter, stated that the Chinese Christians feel the greatest joy at the General's action in joining the Christian brotherhood.

Asked if the General was planning to take an active part in Church affairs, the pastor said: "Probably he is not, as he is too busy with the Nation's affairs, but he and the spirit of Jesus Christ within him will go marching on.—*Reuter.*

Chiang Visits Birthplace.

Shanghai, Oct. 24.

General and Madame Chiang Kai-shek left for Ningpo this afternoon, en route to the President's birthplace, Fenghua. They expect to return after a week.—*Reuter.*

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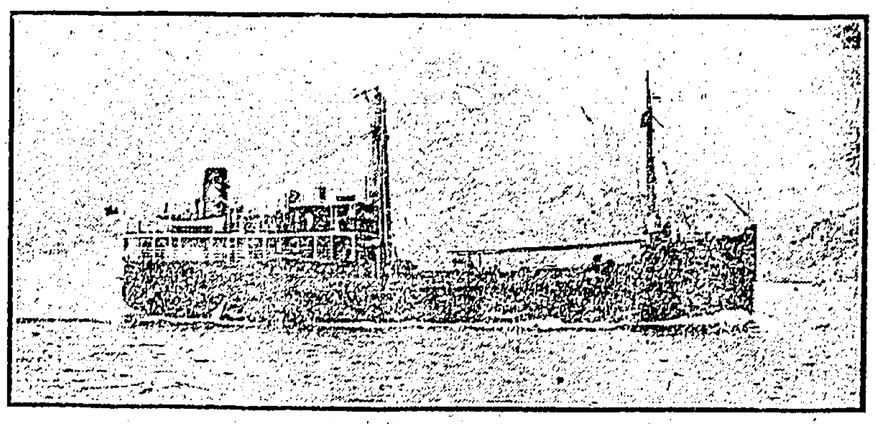

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S. S.	Tons	From Hongkong (about)	Destination
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†KIDDERPORE	5,334	11th Nov.	Straits, Colombo & B'bay
†NAGPORE	5,283	15th Nov.	M'les, Barcelona, L'don, Hull, H'bg, R'dm & A'werp
*KARMALA	9,128	22nd Nov.	M'les, L'don, Hull, H'bg, R'dm & A'werp
RAWALPINDI	16,619	6th Dec.	Bombay, M'les & L'don

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EASTERN & AUSTRALIAN SAILINGS (South)

*NELLORE	6,853	31st Oct.	Manila, Townsville, Brisbane Sydney and Melbourne
‡TANDA	6,956	5th Dec.	

*Calls Sandakan & Thursday Is. ‡Calls at Rabaul.

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The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

‡LAHORE	5,304	1 Nov. noon.	Shai, Moji, Kobe & Yoko
TALMA	10,000	7th Nov.	Amoy, Moji. & Kobe
RAWALPINDI	16,619	7th Nov.	Shanghai, Kobe & Yoko
TANDA	6,956	11th Nov.	S'hai, Moji, Kobe, Osaka & Yoko

‡Cargo only.

All dates are approximate and subject to alteration without notice.
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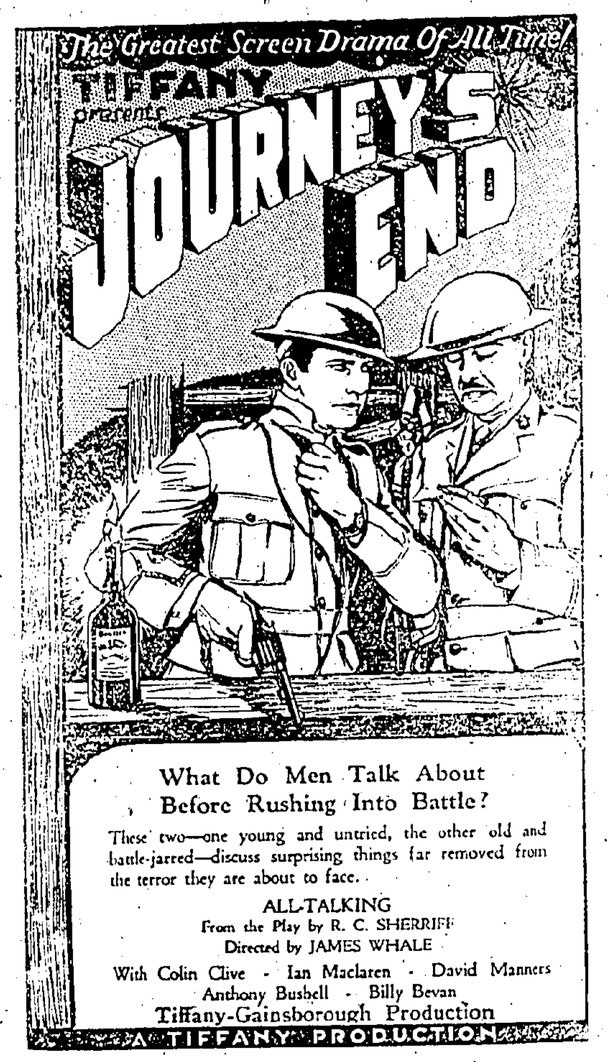

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FREEDOM OF CITY OF NEWCASTLE.

MR. ARTHUR HENDERSON HONOURED.

REVIEW OF POLICY.

London, Oct. 24.

Speaking at a ceremony at Newcastle to-day when he received the Freedom of the City, Mr. Arthur Henderson, the Secretary of State for Foreign Affairs, reviewed the strongly pacific trend of British foreign policy in the past few years.

He referred in the course of his speech to the British Empire's signature of the Optional Clause in the statute of the Permanent Court of International Justice, pledging acceptance of the decisions of the Court on justiciable disputes, and said that the Government was now discussing with the representatives of the Dominions and India to enable them to go further and to accept the General Act for the pacific settlement of all international disputes.

Mr. Henderson declared that this instrument, if generally accepted, as he was confident it would be, would definitely establish the reign of arbitration instead of force in the settlement of all disputes.—*Reuter.*

FEES IN GOVERNMENT SCHOOLS.

CHANGES EFFECTIVE NEXT YEAR.

It is notified in the *Gazette* that on and after January 1st, 1931, the annual fees payable at the undermentioned schools will be at the following rates:

Queen's College—Classes I to III	$120
King's College—Classes I to III	120
Central British School	60
Belilios Public School	48
Vernacular Middle School	48
Vernacular Middle School, Normal School	24
Gap Road School	36

DUTCH NAVY VOTE OPPOSED.

LIVELY SCENE IN SECOND CHAMBER.

The Hague, Oct. 24.

The Second Chamber by 61 votes to 23, has adopted a Bill Authorising the construction of a cruiser and two sloops for use principally in the Dutch Indies. A lively Debate resulted in the temporary suspension of a Communist member. The Defence Minister stated had the Bill in no wise implied undue extension of the fleet.—*Reuter.*

THREE FIRES OCCUR IN CANTON.

NARROW ESCAPE OF MILL WORKERS.

Canton, Oct. 24.

Three fires have occurred here during the past twenty-four hours.

Yesterday morning at 2 o'clock a large rice mill at Honam was entirely destroyed, the damage being estimated at about $150,000, of which about $80,000 is covered by foreign and Chinese insurance companies. In this case the fire is said to have originated through defective electric light wires, the mill having stopped work at midnight. A number of fokis were sleeping on the premises and they were nearly incinerated, for, during the excitement at the time of the outbreak, the key of the main door was mislaid and the fokis were obliged to return through the flames and then jump from the first floor windows. No serious casualties occurred.

Yesterday afternoon a fire broke out on the Tai Ho Maloo which completely gutted three small retail shops, and during the night another fire broke out in a cotton mill at Honam, destroying a considerable part of the property.—*Our Own Correspondent.*

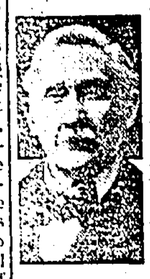
DEATH OF MR. H. GOSLING.

TRANSPORT WORKERS' CHIEF PASSES AWAY.

NOTABLE CAREER.

London, Oct. 24.

The death is announced of Mr. Harry Gosling, Labour M. P. for Whitechapel and former Minister for Transport.



The transport workers' leader, Mr. Gosling was born in London in 1861 of a family which had been watermen for generations. After a brief period in an office he began his seven years' apprenticeship as a lighterman and worked on the river till 1893 when his Trade Union, the Amalgamated Society of Watermen and Lightermen, elected him to an official post. Appointed General Secretary in 1895, he held the post till 1910 when the Union was merged in the Transport Workers' Federation, of which he became the first President.

During the great transport strike of 1911, he was Chairman of the Strike Committee and the success of dockers was largely due to the efforts of Gosling and Ben Tillett, the result being the first agreement governing the conditions of port labour. Gosling took a leading part in the London transport strike of 1912. He was also a member of the court of inquiry which in 1920 worked out the new dockers' settlement and of the body which in the same year inquired into the tramways industry. When in 1921 the Transport and General Workers' Union—the biggest of its kind in any country—was formed, Gosling was elected its President.

For over a quarter of a century he served on the London County Council first as a leading member of the Progressives and then after 1919, when the Labour Party was formed, as its leader. He became an alderman and was vice-chairman of the council for a year—the only Labour man to hold that position. He was also a member of the Port of London Authority, the Civil Service Arbitration Board and the Industrial Council.

Gosling was a member of many of the wartime committees, notably the Port and Transit Executive Committee, which was charged with the regulation of all incoming and outgoing vessels. For his valuable services he was made a Companion of Honour. His loyalty to the Trade Union movement led him to refuse several tempting offers of remunerative posts, made both from Government and private quarters.

In Jan., 1923 he was elected M.P. for Whitechapel. On entering the Labour Government in Dec., 1923, as Transport Minister he resigned his Trade Union post, but after the fall of the Cabinet in Nov. 1924, he was invited to return.

Early in his career he sat on the London Trades Council and the General Council of the Trades Union Congress and had presided over both. Gosling studied labour conditions in other countries. In 1917 he visited the U. S. as delegate to the American Federation of Labour and later he assisted at Hamburg in the formation of the new Labour and Socialist International.—*Reuter and I. B. S.*

POLICE PENSIONS AMENDMENT.

BRINGING PROCEDURE INTO LINE.

TERMS OF NEW BILL.

The *Gazette* contains the draft of an Ordinance to amend the Police Ordinance 1900.

This provides that Section 17 of the Police Force Ordinance, 1900, be repealed and the following section substituted therefor:

17.—(1) It shall be lawful for the Governor in Council to make regulations for the granting of pensions to members of the Force, or in respect of service in the Force, and to determine in special cases, where the regulations appear to the Governor in Council to be inapplicable or to require modification, the amount (if any) of the pension, the terms on which it shall be granted and the manner in which it shall be paid.

(2) Pensions granted under this Ordinance shall be paid out of the general revenue of the Colony.

The Objects and Reasons state:—Under section 17 of the Police Force Ordinance, 1900, the Governor in Council not only regulates the general conditions on which and the manner in which pensions are to be granted to members of the Force, but determines the question of granting a pension and the amount thereof in each particular case. There does not seem to be any sufficient reason why members of the Police Force should be thus singled out from other pensionable public servants, or why the Governor in Council should have to deal with each case of retirement especially where the pension is a mere matter of calculation.

PROBATE ORDINANCE AMENDMENT.

SEQUEL TO ARRANGEMENT WITH AMERICA.

The *Gazette* contains the draft of an Ordinance to amend the Probates Ordinance, 1897.

The object of this Ordinance is to give effect to an arrangement which has been arrived at between His Majesty's Government and the United States Government relating to the manner in which the provisions of Article 3 of the Real and Personal Property Convention of Washington of the 2nd of March, 1899, which has been applied to this Colony, may be carried out.

Under the arrangement steps have to be taken to ensure official notification of the death of every United States citizen in this Colony to the nearest Consular Officer regardless of whether such citizen leaves heirs or executors in the Colony.

ANNUAL LICENSING SESSIONS.

FOUR NEW APPLICATIONS TO BE MADE.

Thirty-three applications are to come before the Licensing Sessions on November 14th. Amongst them are the following new applications for restaurant keepers' adjunct licences:

J. D. Bush, South China Cold Storage Co., Ltd., 29 to 31, Des Voeux Road Central.

Ichizo Yasuda, Ginmatsu, 12, Johnston Road.

Kuijiro Suhara, Tokyoan, 100, Lockhart Road.

Mrs. Saduko Akiyoshi, Kuaku, 23, Canton Road.

PICTURES OF HONG KONG

AT THE QUEEN'S

Final Showings To-day
PUNCTUALLY at 2.30, 5.10, 7.15 & 9.20

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FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20
(Interpreter at all Performances)

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The Majestic Theatre
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TO-DAY, at 2.30, 5.30, 7.20 & 9.20 p.m.
COLLEEN MOORE
in
"LILAC TIME"

Seats may be reserved in advance at Moutrie's and at Theatre.

Further particulars see page 7.

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